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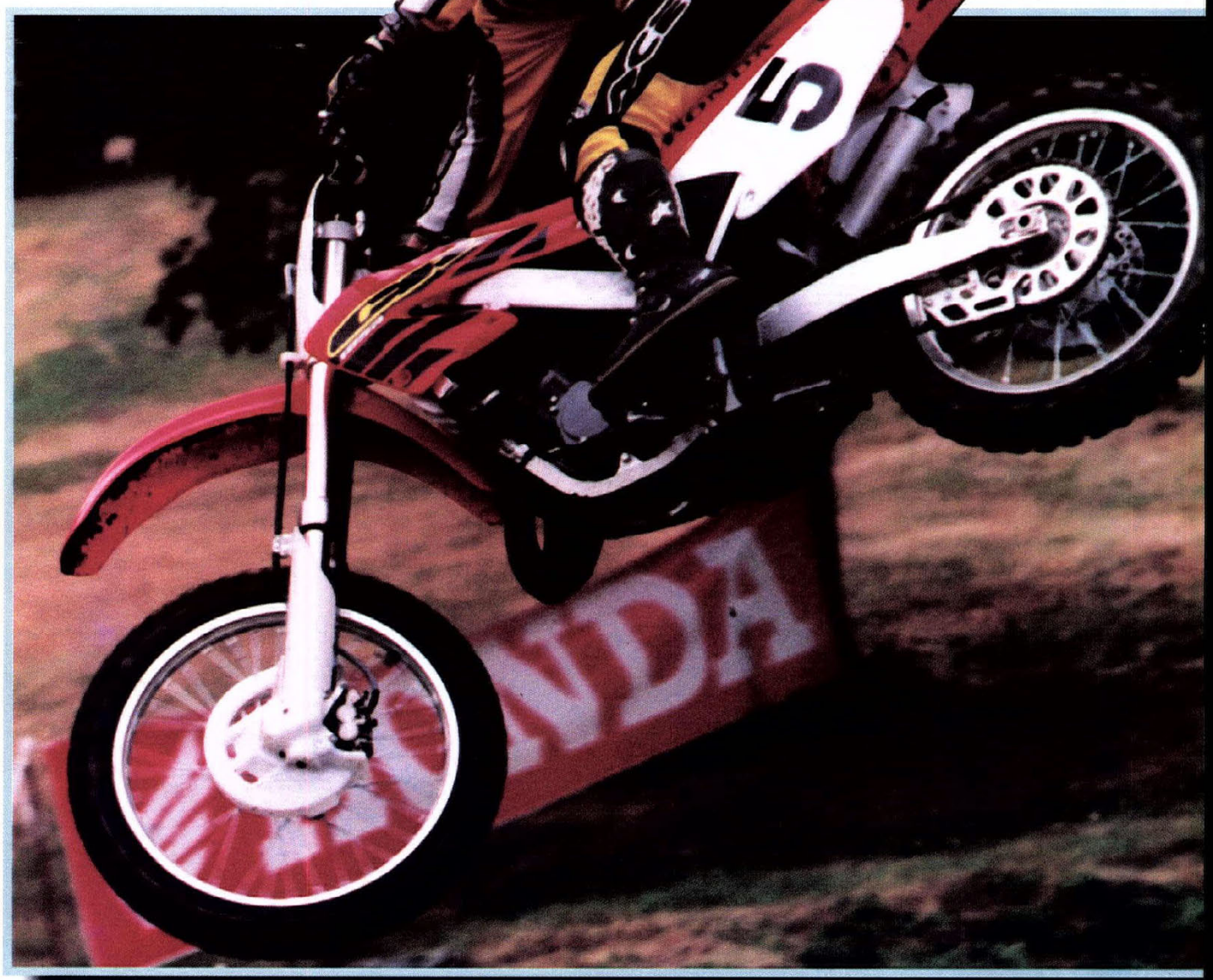

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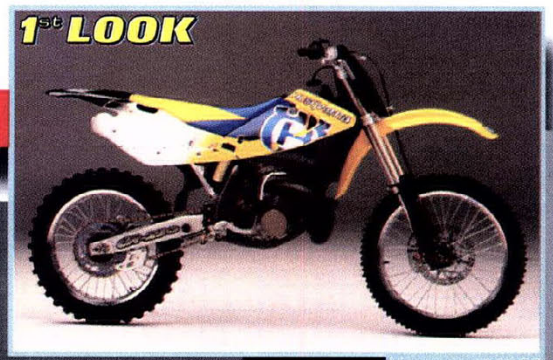

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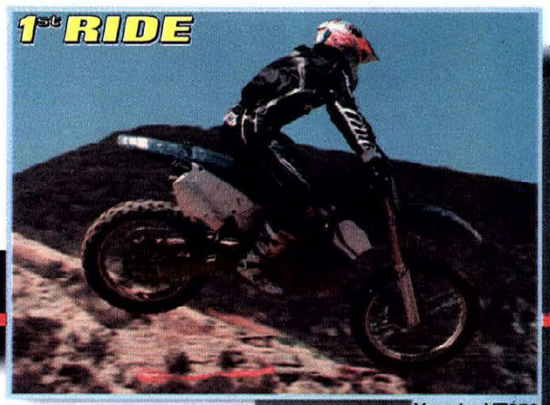

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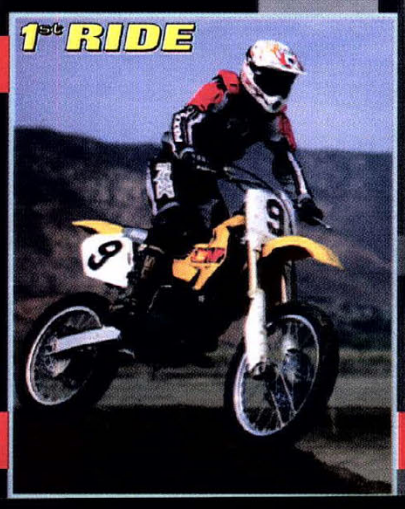

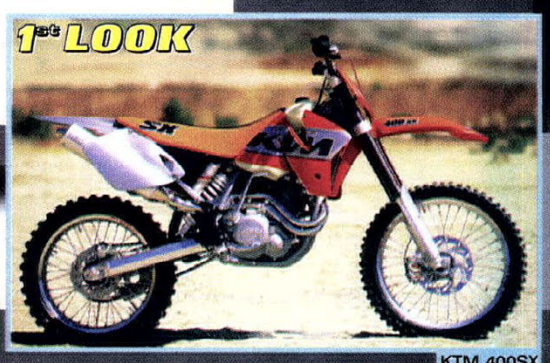

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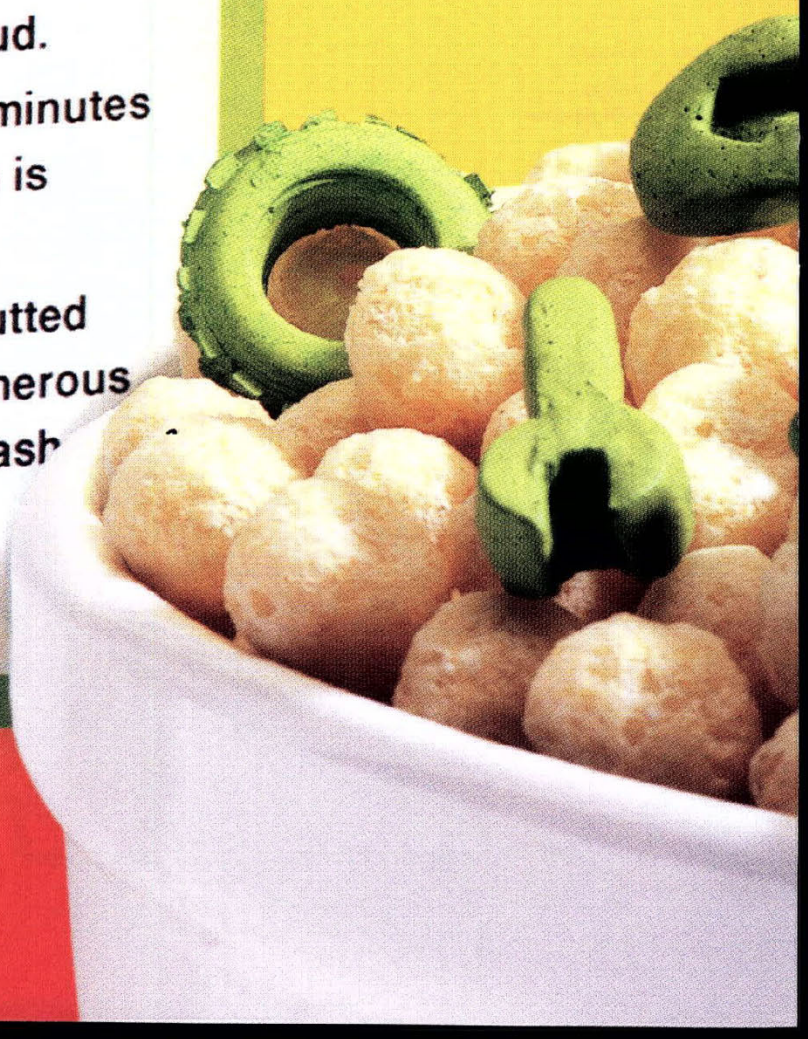

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(617) 628-6400

Baer's Cycle Sales
Springfield
(413) 783-2520

MARYLAND

Cycle World Kawasaki
Baltimore
(410) 636-0600

Cycle World Kawasaki
Baltimore
(410) 574-6800

Pete's Cycle
Bel Air
(410) 838-8021

Free State Kawasaki
Capital Heights
(301) 808-9500

JT Motorsports Kawasaki
Frederick
(301) 846-4318

Twigg Cycles
Hagerstown
(301) 739-2773

Gaulding Kawasaki Ski & Cycle
Joppa
(410) 679-2200

Heyser Cycle Sales
Laurel
(410) 792-7200

Aquatic Center Kawasaki
Mc Henry
(301) 387-8233

Pete's Cycle Company
Severna Park
(410) 647-5880

Cycles USA
Silver Springs
(301) 460-1600

Atlantic Kawasaki
White Plains
(301) 870-7173

MAINE

Bangor Motor Sports Kawasaki
Bangor
(207) 942-4444

Corinna Mtrs. & Sports Kawasaki
Corinna
(207) 278-2886

Friend & Friend Kawasaki
Ellsworth
(207) 667-4688

Manter Kawasaki
Oakland
(207) 465-2513

Tri-Sports Kawasaki
Topsham
(207) 729-3328

MICHIGAN

Power Sports Kawasaki
Adrian
(517) 265-3727

Nicholson Enterprises
Ann Arbor
(734) 769-9815

Peacock Ltd. Of Baldwin
Baldwin
(231) 745-4606

Steven's Kawasaki
Bay City
(517) 667-0880

Anderson Sales & Service
Bloomfield Hills
(248) 858-2300

Great Lakes Kawasaki
Burton
(810) 233-7811

Canusa Kawasaki
Caro
(517) 673-3939

Town & Country Sports Center
Cement City
(517) 547-3333

Macomb Kawasaki
Chesterfield
(810) 949-4000

Bolle's Sport Shop
Clare
(517) 386-2280

Swick Kawasaki
Coldwater
(517) 279-4479

Alpine Kawasaki
Comstock Park
(616) 784-1221

Rosenau Powersports Kawasaki
Dearborn Heights
(313) 278-5093

Al Gaskill Kawasaki
East Pointe
(810) 445-8100

Zambon's North Country Sales
Escanaba
(906) 789-0360

Powers Motor Sports Kawasaki
Fremont
(231) 924-1924

Grand Haven Kawasaki
Grand Haven
(616) 842-3280

Jones Cycle Kawasaki
Grandville
(616) 538-8300

Hancock Kawasaki
Hancock
(906) 482-2811

M/C Supply Ltd.
Hastings
(616) 945-2783

Howell Cycle
Howell
(517) 546-3310

Joe Brooks Kawasaki
Ionia
(616) 527-0985

M&M Cycle
Kalamazoo
(616) 381-5800

Pro-Am Power Sports Kawasaki
Kalkaska
(231) 258-7800

College Bike Shop
Lansing
(517) 484-6398

Ray C's
Lapeer
(810) 664-9261

Bright Kawasaki
Lincoln Park
(313) 382-1220

Highland Power Spt. Center Kawasaki
Marion
(231) 743-2768

Zambon's North Country Sales
Marquette
(906) 228-7010

Grove's Kawasaki
Mason
(517) 676-5667

Holiday Kawasaki
Michigan Center
(517) 764-3600

Ray's Kawasaki
Monroe
(734) 241-8444

Babbitt's Sport Center
Muskegon
(231) 737-9241

Kensington Kawasaki
New Hudson
(248) 446-0000

Paw Paw Kawasaki
Paw Paw
(616) 657-2574

Pilgrim Kawasaki
Plymouth
(734) 451-7200

Cycle Land
Port Huron
(810) 987-3963

Reinbold's Sales & Service
Reese
(517) 755-0612

Chesney Sport Shop
Riverdale
(517) 833-7283

Powersports Kawasaki
Saginaw
(517) 249-6630

Hamlin's Kawasaki
Sturgis
(616) 651-3424

Classic Kawasaki
Traverse City
(231) 943-9344

K&W Kawasaki
Utica
(810) 731-0290

MINNESOTA

Brothers Kawasaki
Baxter
(218) 829-6656

Cities Edge Kawasaki
Chaska
(612) 368-3323

Carlson Brothers Kawasaki
Chisago City
(651) 257-4188

Delano Sport Center
Delano
(612) 972-2677

Seaberg Kawasaki
Detroit Lakes
(218) 847-9264

Duluth Kawasaki
Duluth
(218) 628-3718

Hopkins Kawasaki
Hopkins
(612) 933-9649

Hutchinson Kawasaki
Hutchinson
(320) 587-3866

Northstar Kawasaki
Isanti
(612) 444-7899

Leos Kawasaki Sales South
Lakeville
(612) 435-5371

Caswell Kawasaki
Mora
(320) 679-1383

Mahowald's Sports Kawasaki
New Prague
(612) 758-4488

Anoka Ramsey Sports Ctr. Kaw.
Ramsey
(612) 427-2498

Bristow's Kawasaki & Sport Cnt.
St. Cloud
(320) 253-7878

Hitching Post Kawasaki
St. Paul
(651) 645-4629

Gardy's Kawasaki Sports Center
Stillwater
(651) 439-2689

Kawasaki Motorsprts Of Willmar
Willmar
(320) 235-1696

MISSOURI

Shrout Kawasaki
Blue Springs
(816) 229-0400

Havens Kawasaki
Bolivar
(417) 326-4040

Cameron Kawasaki
Cameron
(816) 632-5050

Kawasaki Of Missouri
Columbia
(573) 875-4444

S&S Kawasaki
Crystal City
(314) 937-9155
Midwest Kawasaki
Ferguson
(314) 524-3141
McBrann Kawasaki
Gladstone
(816) 436-2026
Freedom Kawasaki
Grandview
(816) 761-2220
Jeff City Motor Sports Kawasaki
Jefferson City
(573) 893-7663
Lebanon Kawasaki
Lebanon
(417) 588-3071
Liberty Kawasaki
Liberty
(816) 781-6880
Neosho Kawasaki
Neosho
(417) 451-0661
Seebold Sports Kawasaki
Osage Beach
(573) 348-6200
J&J Motor Sports Kawasaki
Poplar Bluff
(573) 785-9618
Kawasaki Of Rolla
Rolla
(573) 364-6944
Springfield Kawasaki
Springfield
(417) 883-1065
Bob Schultz Kawasaki Of St. Charles
St.Charles
(314) 946-6487
St. Louis Power Sprts. Kawasaki
Valley Park
(314) 225-5600
Freedom Kawasaki
Warrensburg
(660) 747-7713
J&W Cycles
Washington
(314) 239-5575
Central Cycle Kawasaki
West Plains
(417) 256-9323

MISSISSIPPI

Twin States Kawasaki
Columbus
(601) 241-0063
Jim Bennett Kawasaki-Corinth
Corinth
(601) 286-0007
Coast Cycles
Gulfport
(228) 863-2267
Hattiesburg Kawasaki
Hattiesburg
(601) 582-8611
Jim Bennett Kawasaki
Iuka
(601) 423-9999
Alfords Sport Center
McComb
(601) 684-4435
Taylor & Sons Kawasaki
Meridian
(601) 483-0714
Kawasaki House Of Cycles
Natchez
(601) 446-6211
Southaven Kawasaki
Southaven
(601) 393-2877
Village Cycle Center
Starkville
(662) 323-1555
Tupelo Kawasaki
Tupelo
(601) 841-8800

MONTANA

Reiter's Marina
Billings
(406) 252-9341
Team Bozeman
Bozeman
(406) 587-4671
Helena Cycle Center
Helena
(406) 443-4631
Smith & Jones Coachworks
Missoula
(406) 728-5341

NORTH CAROLINA

Kawasaki Of Albemarle
Albemarle
(704) 983-1125
Motorcycle & Marine Kawasaki
Asheville
(828) 277-8600
Performance Kawasaki
Burlington
(336) 584-5200
Kawasaki Motorsports
Charlotte
(704) 394-6666
Kawasaki Of Durham
Durham
(919) 688-7999
Team Powersports Kawasaki
Fayetteville
(910) 864-1101
Kawasaki Of Gastonia
Gastonia
(704) 867-1273
Kawasaki Of Greensboro
Greensboro
(336) 273-1743

Smith Power Equip. & Kawasaki
Hayesville
(828) 389-6009
Brewer Kawasaki
Henderson
(252) 492-8553
Dal-Kawasaki Cycle Sales
Hendersonville
(828) 692-7519
Kawasaki Of Hickory
Hickory
(828) 328-6303
Al Lane Kawasaki
Iron Station
(704) 732-8200
Lejeune Motor Co.
Jacksonville
(910) 455-1551
Kawasaki Of Lumberton
Lumberton
(910) 738-2852
Kawasaki Corral
Monroe
(704) 283-8586
Barlowe Kawasaki
Nebo
(828) 652-2628
Triangle Kawasaki
Raleigh
(919) 833-3050
Fox's Kawasaki
Roxboro
(336) 599-3787
Piedmont Kawasaki
Salisbury
(704) 637-1680
Kawasaki Of Shelby
Shelby
(704) 482-5946
Kawasaki Of Statesville
Statesville
(704) 924-9500
Lee's Kawasaki
Thomasville
(336) 889-4667
Britt's Kawasaki
Wilmington
(910) 791-8321
Forsyth Kawasaki
Winston-Salem
(336) 767-2020

NORTH DAKOTA

Wheels
Fargo
(701) 235-6459
Action Cycles
Minot
(701) 839-6875
Arnie's Motorcycle Sales
Williston
(701) 572-3382

NEBRASKA

Garbers Kawasaki
Fairbury
(402) 729-2294
Kaufman Kawasaki
Holdrege
(308) 995-5867
Star City Kawasaki
Lincoln
(402) 474-7777
Stevens Motor Sports
Omaha
(402) 572-7679
Kawasaki Korner
Scottsbluff
(308) 632-7154
Champion Cycle Kawasaki
South Sioux City
(402) 494-6718

NEW HAMPSHIRE

Hooksett Kawasaki
Hooksett
(603) 668-4343
Hudson Kawasaki
Hudson
(603) 882-1573
Kawasaki Of Laconia
Laconia
(603) 524-0100
Leighton's Kawasaki
Lee
(603) 868-7550
Kawasaki One Wheel Drive
North Conway
(603) 356-3522
Depot Kawasaki
Rye
(603) 964-7474
Zoom City Kawasaki
Swanzey
(603) 357-2310
Windham Kawasaki
Windham
(603) 898-4466

NEW JERSEY

Motorcycle Mall
Belleville
(973) 751-7727
Kawasaki Of Bound Brook
Bound Brook
(732) 356-1193
B&B Kawasaki
Bridgeton
(856) 455-1144
Big Red Kawasaki
Eatontown
(732) 542-7800
Motion Kawasaki
Egg Harbor Township
(609) 645-8181

Town & Country Cycle Center
Hamburg
(973) 875-2111
Motion Kawasaki
Hammonton
(609) 561-8181
Ledgewood Kawasaki
Ledgewood
(973) 584-6488
Woodbridge Kawasaki
Linden
(908) 523-0244
Bergen Kawasaki
Lodi
(201) 641-0100
Southern Ocean Kawasaki
Manahawkin
(609) 597-6044
Cj's Kawasaki
Pennsauken
(856) 663-8505
Kawasaki Of Phillipsburg/Eastn.
Phillipsburg
(908) 454-9700
Kawasaki Sport Center
Pompton Plains
(973) 831-1930
Kawasaki Of Ramsey
Ramsey
(201) 825-3333
Toms River Jet Ski
Toms River
(732) 929-8168
East Coast Kawasaki
Trenton
(609) 883-3169
Mt. Holly Kawasaki
Vincentown
(609) 859-0333
Woodbury Kawasaki
Woodbury Heights
(856) 848-5414

NEW MEXICO

Kawasaki Of Albuquerque
Albuquerque
(505) 884-9000
R&S Kawasaki
Albuquerque
(505) 292-6692
Clovis Cycle & RV
Clovis
(505) 762-1781
Doug's
Farmington
(505) 325-5531
Kawasaki Cycle City
Gallup
(505) 722-0360
Las Cruces MotorSports Kawasaki
Las Cruces
(505) 524-3626
Hester's Kawasaki
Raton
(505) 445-3558
Outdoor Sport Kawasaki
Roswell
(505) 624-0151
Santa Fe Kawasaki
Santa Fe
(505) 438-1888

NEVADA

Michael's Kawasaki
Carson City
(775) 883-6111
Jeff's Cycle Shack
Elko
(775) 738-8933
Kawasaki Of Las Vegas
Las Vegas
(702) 382-8615
Red Carpet Kawasaki
Las Vegas
(702) 451-1121
Kawasaki Of Reno
Reno
(775) 786-8696
Sonoma Kawasaki
Winnemucca
(775) 623-6888

NEW YORK

Phibb's Kawasaki
Albany
(518) 459-7231
Conklin Cycle Center
Binghamton
(607) 724-1411
All Star Kawasaki
Bronx
(718) 828-8599
King Cycle Kawasaki
Brooklyn
(718) 773-2279
Randy Cramer Kawasaki
Central Square
(315) 668-8294
Ed Downing Kawasaki
Cobleskill
(518) 234-7950
Matt's Kawasaki
Coxsackie
(518) 731-8118
Central New York Kawasaki
Elbridge
(315) 689-3919
Glider City Cycles
Elmira
(607) 734-1223
Bennett Motors Kawasaki
Fly Creek
(607) 547-9332
Extreme Motor Sports Kawasaki
Freeport
(516) 867-6363

Thunder Alley Kawasaki
Fulton
(315) 592-5505
Hector Sales
Jamestown
(716) 665-3001
Freewheeling Cycle
Kenmore
(716) 873-1053
K&H Kawasaki
Little York
(607) 749-2821
Cycle Motion Kawasaki
Middletown
(914) 343-2552
Hudson Valley Motorcycle Sales
Millwood
(914) 762-2722
Kawasaki Cycles & Power
Newburgh
(914) 562-3400
Ithaca Rec. Sports Kawasaki
Newfield
(607) 564-7913
Hebeler Sales & Service
Pendleton
(716) 625-8744
Thomas Motor Sports Kawasaki
Port Jefferson Stn.
(516) 588-3399
Dutchess Rec. Kawasaki
Poughkeepsie
(914) 454-2810
New York Motorcycle
Queens Village
(718) 479-7777
Sportline Kawasaki
Queensbury
(518) 792-4655
Riverhead Kawasaki
Riverhead
(516) 727-5988
Cycle Stop Kawasaki
Rochester
(716) 424-2120
Pioneer Motorsport Kawasaki
Sardinia
(716) 496-6000
Hollink Motor Sports Kawasaki
Spencerport
(716) 352-1930
Staten Island Kawasaki
Staten Island
(718) 447-2020
Troy City Garage Kawasaki
Troy
(518) 279-1781
DDS Motor Sports Kawasaki
Utica
(315) 792-4660
Klinger's Kawasaki
Walton
(607) 865-6326
Kawasaki Cycle & Marine
West Islip
(516) 321-8001
Paulding Cycle Store
White Plains
(914) 949-1993

OHIO

Loudermilk Tractor & Cycle Sls.
Ashtabula
(440) 969-1211
Harding's Park Kawasaki
Canton
(330) 454-6171
Cycle Specialties Kawasaki
Cincinnati
(513) 574-7878
Stu Fine Kawasaki
Cincinnati
(513) 489-3463
ASK
Columbus
(614) 235-7733
Classic Cycles
Columbus
(614) 471-3511
Kawasaki Vista
Dayton
(937) 298-0100
McCarthy's
Defiance
(419) 782-4883
Kennedy's Kawasaki Sport Cycle
Elyria
(440) 322-7010
Kawasaki Of Middletown
Franklin
(513) 422-5471
ASK
Grove City
(614) 871-3711
John's Kawasaki
Jackson
(740) 286-4907
ASK
Lancaster
(740) 654-3456
Hinds Kawasaki
Lewis Center
(740) 548-5448
McCune Cycle World
Mansfield
(419) 524-2222
Goodtime Powersports Kawasaki
Maple Heights
(216) 663-4567
Big 4 Kawasaki
Marietta
(740) 373-0948
J&J Motors
Massillon
(330) 837-3595

East Kawasaki
Maumee
(419) 891-1230
Jerry Ferrell Kawasaki
Medina
(330) 723-3105
Riley's Kawasaki
Morristown
(740) 782-1015
Mid-Ohio Kawasaki
Mount Vernon
(740) 397-5272
Boulevard Kawasaki
New Philadelphia
(330) 308-8900
Andrews Kawasaki
Salem
(330) 332-8534
Active Leisure Kawasaki
Springfield
(937) 323-0513
Midwest Motor Sports Kawasaki
Uniontown
(330) 896-9007
Rehmert Cycle Sales
Versailles
(937) 526-4741
Alex Cycle Shop
Warren
(330) 392-3552
Doug Kane Kawasaki
Zanesville
(740) 452-5438

OKLAHOMA

Altus Kawasaki
Altus
(580) 477-1500
Ardmore Kawasaki
Ardmore
(580) 226-7299
Shep's Kawasaki
Bartlesville
(918) 333-4341
Dick Lane's Kawasaki
Broken Arrow
(918) 251-2553
Elk City Kawasaki
Elk City
(580) 225-6043
Southwest Kawasaki
Lawton
(580) 357-9929
Bower Equipment
Muskogee
(918) 687-1343
Ajax Kawasaki
Oklahoma City
(405) 632-3370
House Of Kawasaki
Oklahoma City
(405) 787-7901
Stillwater Kawasaki
Stillwater
(405) 372-4500
Lowry Kawasaki
Tahlequah
(918) 456-1988
Farr's Kawasaki
Tulsa
(918) 838-8001

OREGON

Sweeney's Workensport Kawasaki
Bend
(541) 382-0860
Cycle Sports Kawasaki
Eugene
(541) 607-9000
Hillsboro Kawasaki
Hillsboro
(503) 648-4555
Klamath Motorsports Kawasaki
Klamath Falls
(541) 883-2665
Kawasaki Of Medford
Medford
(541) 772-5550
Ady Kawasaki
Ontario
(541) 889-7272
Town Center Motorcycle
Oregon City
(503) 657-4654
Portland Kawasaki
Portland
(503) 255-5787
Hobi Kawasaki
Roseburg
(541) 673-7567
Cycle Sports Kawasaki
Salem
(503) 390-9000
Taylor Kawasaki
Woodburn
(503) 981-1813

PENNSYLVANIA

Pat & Son Service Center
Annville
(717) 867-4406
Race's Kawasaki
Bradford
(814) 362-7426
Davis Cycle Sales
Butler
(724) 282-8212
Bentley Kawasaki
Canonsburg
(724) 746-7100
Cumberland Kawasaki
Carlisle
(717) 245-0353
Sigmund's Kawasaki
Central City
(814) 754-4411

Catalano Kawasaki
Clearfield
(814) 765-5553

Street Track 'N' Trail
Conneaut Lake
(814) 382-4821

Keystone Kawasaki
Duncansville
(814) 696-4252

Blackman's Kawasaki
Emmaus
(610) 965-9865

Juniata Recreational Kawasaki
Everett
(814) 652-5252

Roxy's Kawasaki
Fayetteville
(717) 352-8270

Harry's Sales & Service
Frackville
(570) 874-1522

Don's Kawasaki
Hallam
(717) 755-6002

Ray Wilt Kawasaki
Hanover
(717) 632-8801

Koups Cycle Shop
Harrisburg
(717) 939-3940

Rusty Palmer Kawasaki
Honesdale
(570) 253-4507

Johnstown Cycle Center
Johnstown
(814) 539-3154

Laurel Highlands Kawasaki
Lemont Furnace
(724) 439-9666

Bucks County Kawasaki
Levittown
(215) 547-5444

Woodward's Kawasaki
Lewistown
(717) 242-5337

Montgomeryville Cycle Center
Montgomeryville
(215) 699-7511

Bob Tracy Kawasaki
Moon Township
(412) 269-9999

Cycle Sports & Service
Mt. Pleasant
(724) 423-4553

Horn's Outdoor Center
Mt. Bethel
(610) 588-6614

Sanders Kawasaki
New Castle
(724) 658-6255

Bob Thomas' Kawasaki
North Huntingdon
(724) 863-0237

Leisure Equipment
Parker Ford
(610) 495-7122

Blocker Kawasaki
Parryville
(610) 377-0440

Kawasaki Of Philadelphia
Philadelphia
(215) 533-5200

Kawasaki House
Pittsburgh
(412) 431-5878

Point Cycle Kawasaki
Pittsburgh
(412) 782-2453

Jim Murray's Kawasaki Sales
Scranton
(570) 342-6752

Lo-Jan Travel Center
Scranton
(570) 383-1047

World Of Wheels
Seneca
(814) 676-5721

Penn-Ohio Kawasaki
Sharon
(724) 982-0330

Gatto Kawasaki
Tarentum
(724) 224-0500

Kawasaki Of Berks
Temple
(610) 921-9256

Crossroad Powersports Kawasaki
Upper Darby
(610) 446-2002

Kurtz's Kawasaki
Watsontown
(570) 538-2160

Cycle City Of Erie
Wesleyville
(814) 898-3524

Hannum's Kawasaki Sales
West Chester
(610) 696-5100

Two Jack's Kawasaki
Wilkes Barre
(570) 824-2453

RHODE ISLAND

Razee Kawasaki Cycle Center
North Kingstown
(401) 295-8837

Motor Racing Kawasaki
Woonsocket
(401) 765-2227

SOUTH CAROLINA

Aiken Motorcycle Sales & Svc.
Aiken
(803) 649-2872

Kawasaki Of Anderson
Anderson
(864) 225-0561

Capitol Kawasaki
Columbia
(803) 750-7050

Columbia Kawasaki
Columbia
(803) 786-1160

Kawasaki Of Florence
Florence
(843) 665-8486

Grady Miller's Kawasaki
Greenville
(864) 244-6632

Performance Kawasaki
Greenwood
(864) 223-3848

Kawasaki Of Myrtle Beach
Myrtle Beach
(843) 236-3888

Kawasaki Of Orangeburg
Orangeburg
(803) 534-7022

Hager Motorsports Kawasaki
Rock Hill
(803) 324-8800

Kawasaki Cycle Specialties
Spartanburg
(864) 542-9599

Ray's Kawasaki
Sumter
(803) 469-2573

SOUTH DAKOTA

Interlakes Sport Center
Madison
(605) 256-3556

Black Hills Kawasaki
Rapid City
(605) 342-5500

Elliott Sports Center
Sioux Falls
(605) 361-7433

TENNESSEE

Alcoa Good Times Kawasaki
Alcoa
(423) 981-4444

White's Cycle Kawasaki
Chattanooga
(423) 499-6000

Mid-South Motoplex Kawasaki
Clarksville
(931) 552-2205

Griffith's Kawasaki
Cleveland
(423) 472-0414

Mid-State Kawasaki
Cookeville
(931) 528-5504

Lansford Kawasaki Sales
Crossville
(931) 484-1617

Fayetteville Kawasaki
Fayetteville
(931) 433-0181

Kawasaki Of Franklin
Franklin
(615) 794-3302

Peery's Kawasaki
Hohenwald
(931) 796-2298

Thompson's Kawasaki
Huntsville
(423) 663-2222

Kawasaki Of Jackson
Jackson
(901) 425-9288

Kawasaki PowerSports Of Knoxville
Knoxville
(423) 966-0900

Kawasaki Of Nashville
Madison
(615) 859-4471

Sloan's Kawasaki
Murfreesboro
(615) 893-0150

America's House Of Kawasaki
Nashville
(615) 834-8990

Kawasaki Of Waverly
Waverly
(931) 296-7707

TEXAS

David Browns Sport Center
Amarillo
(806) 358-4572

Goe Kawasaki
Angleton
(409) 849-3681

D&S Cycle-Kawasaki
Arlington
(817) 465-5454

Woods Kawasaki Fun Center
Austin
(512) 459-3311

Kawasaki Country
Beaumont
(409) 842-3030

Kawasaki Of Carrollton
Carrollton
(972) 418-6565

Kawasaki Cycle Center
Denton
(940) 387-3885

Granprix Kawasaki
El Paso
(915) 593-1024

Action Powersports Kawasaki
Ennis
(972) 875-6595

Kawasaki West
Fort Worth
(817) 244-5201

Gainesville Kawasaki
Gainesville
(940) 665-5032

American Kawasaki Of Garland
Garland
(972) 840-8440

Kawasaki Of Granbury
Granbury
(817) 573-2851

Grapevine Kawasaki
Grapevine
(817) 481-2500

Kawasaki Of Greenville
Greenville
(903) 454-4440

Impact Kawasaki
Harker Heights
(254) 690-7772

Highlands Kawasaki
Highlands
(281) 426-4216

A.J. Foyt Kawasaki
Houston
(281) 445-4227

Houston Kawasaki
Houston
(713) 783-3844

Kawasaki City
Irving
(972) 438-9425

Wild West Kawasaki
Katy
(281) 392-8850

Kawasaki City Of Dallas
Lancaster
(972) 228-3772

Z-Team Kawasaki
Longview
(903) 238-9977

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team Kawasaki green

Ted Wilkins (Rtx) won the 540cc class at the eighth round of the AMA National Hillclimb Series in East Palestine, Ohio, on August 29. Wilkins topped **John Hamilton** (Tri) and **Paul Pinsonnault** (Hon) to win the class. In 800cc action, **Bobby Templeton** (H-D) won his third race of the year, topping **Glen Petty Jr.** (H-D) and **Rodney Williams** (Tri).

Geo Roeder II (H-D) won the 750cc Expert class during the AMA National Hot Shoe half mile event at the Darke County Fairgrounds in Greenville, Ohio, on August 27. Roeder was joined on the podium by **Jason Sentell** (H-D) and **Robert Knapp** (H-D). **Ricky Winsett** (Rtx) won the 600cc Expert class, while **Dominc Beaulac** (Rtx) won the 600cc Pro-Sport class and **Philip Palmer** (Hon) won the 250cc Pro-Sport class.

Three-time World Champion **Kenny Roberts** suffered injuries in an off-road motorcycle accident on August 25 near his ranch in Montana. Roberts crashed and suffered a concussion, broken ribs and a broken hand in the incident. He was kept in the hospital for observation for a few days, but was scheduled for release on Saturday, August 28.

According to a report in Australian Motorsport News last week, five-time World Champion **Mick Doohan** is unlikely to return to Grand Prix racing this year and he is well on the way to forming a Shell Advance super team for 2000. Referring to a source from within HRC, complications with damaged nerves in his left arm that prevented him from returning on schedule at the Czech GP will almost certainly bring an end to Doohan's racing career. According to *Cycle News* contributor Darryl Flack, the story went on to say that along with his partner in the Shell Advance 250cc Grand Prix team, Jeff Hardwick, Doohan is establishing a four-rider team for 2000 with Colin Edwards II and Tohru Ukawa leading the assault with four works NSR500s. Incumbent team rookie Anthony West will have a works NSR250, while his chief nemesis in the 1998 Australian 125cc Championship, Jay Taylor, is tipped to make his move to the World Championships with a TSR250. A month ago, Hardwick told a public gathering that Doohan will retire at the end of the year and that they had $10 million to form a Shell team for next year, dwarfing rival Repsol which is rumored to be paying just $3 million for sponsorship of its four-rider team. Adding credence to the $10 million figure that Hardwick mentioned is that Ferrari has accepted a $20 million offer from Agip to unseat Shell (who had been paying $10 million) as the Scuderia's oil sponsor for 2000. "There's always a lot of speculation of what's going on," Doohan said. "When I was injured, I mentioned Colin Edwards, who had tested our bike at the start of the year, and he actually did quite well on it. He wasn't spectacularly fast, but he was quite good and the way he went about it was quite good. So I thought he goes well in England on the superbike, so perhaps if they put him on my bike for Donington it'd be good for the team. He's an American, and we need more of them - even though Kenny Roberts is going good again - to bring some new blood in, and that translated into me wanting to sign him for some team I'm apparently putting together for next year."

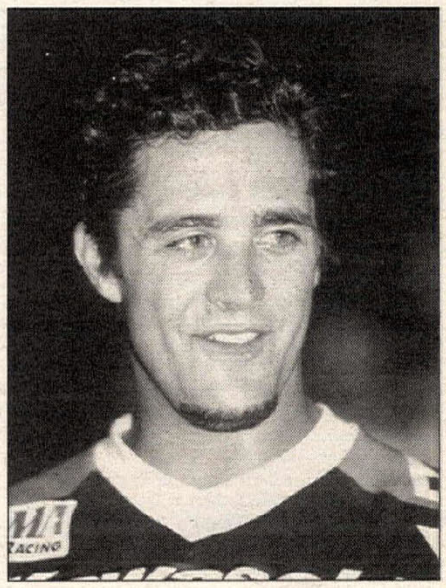
Doohan reportedly approached **Valentino Rossi** at the British Grand Prix with a proposal to join his 2000 team on a Honda, which the Italian rejected along with several other offers to stay with Aprilia for at least two more years. "I'm not sure what Valentino Rossi's actually up to there," Doohan said. "I think he just wants to play with Aprilia a little bit to get his own contract fee up for next year. He's apparently been talking to a bunch of different people about a bunch of different things. At the moment, in all honesty, I've really got to get my own career on track before I start trying to work out others'. I'd like to stay in the sport in some way or another. But at the moment, running a team isn't one of those unless we achieve the right sort of backing. At the moment, we haven't really been putting too much in place, so the likelihood of that happening is pretty small."

Mat Mladin may be leading the AMA/MBNA Superbike National Championship, but he hasn't earned the most purse and contingency money, according to the AMA. That honor goes to Vance & Hines Ducati's **Anthony Gobert**. The Australian has pocketed $72,200 thus far in 1999 - with $40,900 in race purse winnings, $5000 in Interstate Batteries Pole Awards, $16,000 in MBNA/Parts Unlimited Podium Bonuses, and $10,300 in AMA Bonus Awards. Mladin has earned $68,150, with **Ben Bostrom**, who is second in the championship, taking home $63,800 thus far in 1999.

The Pasadena **Rose Bowl** round of the **1999 World Supercross Championship** will go off as planned after Speedvision Productions, the promoter of the

Continued on page 8

Emig arrested, fired



Former AMA Supercross, 125cc MX, and 250cc MX National Champion Jeff Emig (right) was arrested for public consumption of alcohol, possession of marijuana, and possession of drug paraphernalia in Lake Havasu City, Arizona, on August 22. Emig was subsequently fired by Team Kawasaki.

According to the police report, Emig was approached by police for walking down the street with a beer, and then patted down when a bulge was noticed in one of his pockets. The bulge was created by a beer can that had holes punched in it and what was believed to be marijuana residue. A more extensive search revealed Emig to be holding marijuana. Emig was booked, and, after a September 24 court date was set, released on bail the same day.

On August 27, Kawasaki Motors Corp. USA issued the following brief press release: "A recent incident involving Kawasaki motocross racer Jeff Emig has prompted the company to immediately terminate the contract between the two parties. The company regrets its relationship with Jeff must end on this note."

Kawasaki motocross team manager Bruce Stjernstrom preferred not to provide any additional any information when contacted by telephone, and Kawasaki public relations manager Mel Moore would only say the following: "What happened was very unfortunate. We like and respect Jeff a lot, and are impressed with his performance for Kawasaki."

Emig, who was just completing the first year of a new two-year contract with Kawasaki, was not in attendance at the August 29 AMA National in Binghamton, New York. When contacted by telephone on Thursday, August 26, Emig preferred not to speak on the record, but he later issued the following statement, titled "An open apology from Jeff Emig," on August 30.

"I want to apologize to Kawasaki, to my other sponsors who have supported my racing efforts, to my family, my sport, my friends, and most importantly, to my fans. I made a huge mistake for which I take full responsibility. The consequences of my actions have cost me more than I could ever explain here. My career and my life are one and the same; I have put them both in jeopardy.

"This was not part of being a professional athlete. I am expected to perform well on the race track and set a good example everywhere else. In this case, I failed myself, my team, my fans and my sport. I knowingly put myself in a situation that put to risk everything I have worked my entire life to create. I now must pay the price of my actions, which the racing community will exact.

"The most public of the problems I have created for myself is the termination of my contract with Kawasaki. When I received the official news that I was fired, it was the worst feeling that I have ever had. The hardest thing I have ever done came next, the phone call to tell my dad what I did. Boy, have I learned a lesson!

"Beginning right now, I will redeem myself and rebuild my life. I have allowed too many distractions into my life. I have begun taking the steps to restructure my life and to focus my mind, my time and my energy on being a professional motorcycle racer of whom my fans can be proud.

"I want to thank Kawasaki for giving me the opportunity, the equipment and the support to be a champion. I would like to thank all the individuals within that organization for the years of excellent effort and dedication during which we accomplished so much.

"The initial response I have received from my friends and just about everyone in the industry has been very supportive. I am extremely grateful for them. Now it is time for me to make a positive out of this situation. I will start by forgiving myself, (and will) put my life in order and my career back on the right track. I hope to earn the forgiveness of all the people I let down by making the best part of my life be the part that is yet to come. See you at the races!"

As of August 30, the AMA had taken no official position on the matter other than to say, through director of professional competition Merrill Vanderslice, "We are concerned with anything that directly or indirectly represents the sport of motorcycling." When asked whether the AMA could or would suspend or fine Emig (should he attempt to race as a privateer or for a different team), Vanderslice said that the AMA has "quite a bit of flexibility along those lines."

According to AMA communications manager Bill Nordquist, in all disciplines of professional racing, the AMA randomly tests from three to five riders for drugs once every three to eight rounds.

250cc MX GP Shake-up

"It has not been a very good weekend for me," was the huge understatement by Winfield Kawasaki rider Pit Beirer following his home race in Gaildorf, Germany, August 30, the penultimate round of the series.

Setting up a dramatic conclusion to the 250cc World Championship Motocross Series, Frenchman Frederic Bolley (right) grabbed the lead in the points standings from Beirer, who led the title chase for the bulk of the season. The Radson L&M Honda-mounted Bolley blitzed the day's opening moto by passing holeshotter and early race leader Josh Coppins on lap four, then going on to win comfortably ahead of teammate Stefan Everts on a rain-soaked, hardpack track covered in deep, slippery mud. French Yamaha rider David Vuillemin completed the moto-one podium, followed by Pamo Honda rider Ryan Hughes, Joshua Coppins and Mickael Pichon.

As for Beirer, luck was anywhere but on the German's side. Involved in a big tangle on the first turn of the opening moto, Beirer remounted dead last and with no rear brake. Despite a desperate charge, Beirer finished a distant 19th - out of the points. In one fell swoop, Beirer's slim three-point lead was transformed to a 17-point deficit.

In the second moto, a Radson L&M Honda once again dominated, this time with Everts doing the honors. In only his third GP of the year (a serious knee injury sidelined him for much of the series), Everts led the race from start to finish, taking a comfortable win over a fast-finishing Vuillemen. Bolley was third over the luckless Beirer, who now trails the Frenchman by 19 points.

Pichon was a second-moto sixth after Mark Jones, while American Hughes finished ninth.

A 2-1 score gave Everts the overall win over Bolley's 1-3 and Vuillemin's 3-2. "I could not be happier," said Everts after the race. "Of course I'm happy to win, but to me it feels like it's one event too early, as my goal was to win the final round in the USA. It is there that I wish to prove a point that the European GP riders are still the best motocross riders in the world. No longer do the Americans come to Europe to race motocross, so I really believe they are real cowards, and that Europeans are the best at motocross."

Coming into the final round in Budds Creek, Maryland, Bolley now leads Beirer, 428-409.

Andrew Clubb

CYCLE NEWS

America's weekly motorcycle newspaper

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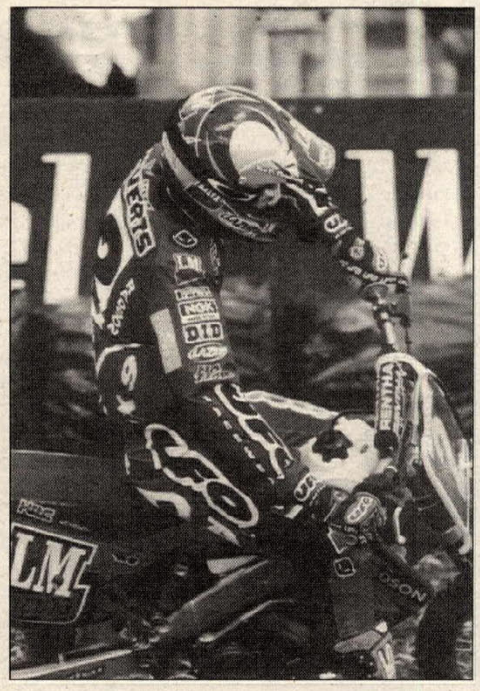

Is Everts best?

Everts the best?

Please explain the thinking in the Budds Creek article that Stefan Everts, if he wins the race, could be considered the "best rider in the world." He is currently not using the number-one plate from last year thanks to Sebastien Tortelli, and he won't be next year either due to his injuries - or possibly the riding of Pit Beirer and Frederic Bolley. Previous to that, Greg Albertyn showed him real speed in both 1993 and '94.

One more thing about the Budds Creek race that was actually stated in the article - America's best won't be competing. We've got to get to eighth place in the current standings before a current AMA 250cc National rider shows on the entry list - Larry Ward. And I won't even bring up the low-lying Jeremy McGrath.

With absolutely no disrespect to Larry Ward, a rider winning the Budds Creek race could never consider himself a conqueror of American motocross - and definitely not the best in the world. Except for maybe Albertyn, who has already proven himself in Europe and here in America.

The race will be a good one as every motocross race is, but please keep to the facts. The race is just another round in the 250cc World Championship and it happens to be in America. Viva Ryno!

Jef Morgan
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What the story said was, "If Everts can beat Albertyn and Tortelli at Budds Creek, he might be considered by some as going into the new century as the best rider in the world." Sounds fair enough to me... Editor

Letter to Jeremy

It's a nice song and dance that you are putting on for Yamaha in its new YZ advertisements. But do you know what I would really love? I'd love seeing you race a National motocross against level competition.

Peace, and may the force be with you.

Doug Cornelly
DuBois, PA

Bias

I am writing everybody I can think of to report this matter. On Saturdays, the Learning Channel broadcasts a show called "Paramedics." As the name implies, this is a real-life, ride-along show depicting the life of these dedicated first responders.

On Saturday, August 28, the episode "Rush Hour" highlighted the Los Angeles Fire Department. During the coverage, a squad responded to a car-motorcycle accident. Upon arriving, one of LAFD's "finest" said, "This is what he deserves for riding a motorcycle." I truly hope this opinion is not one shared by many on the LAFD.

Hopefully, you can spread the word about this bias towards motorcyclists. I feel the LAFD needs to explain this type of attitude.

John Page
jwpage@hayesbrake.com

Last word on the cuffing

I have an update on "Handcuffed in Ohio." I went to the CART races at Mid-Ohio on Friday the 13th for practice. As Shelley Harris guessed, there was a total difference in attitude for the non-licensed riders on this day. The first person I saw on an unregistered scooter was Mario Andretti, who rode the scooter in front of at least four Mid-Ohio security people.

In the five minutes that I was in the area in which Kevin Schwantz had been in, I saw no less than eight other people on unregistered scooters. Two were from the Kmart pit crew. Not only that, but I also saw a Kmart person riding a mountain bike around the place. Again, I ask, let's get this mess cleared up before next year. If Mario had been treated like Kevin, the shit would have hit the fan.

Patrick Shiplet
tootsie739@aol.com

Where are the riders?

I'm constantly defending professional athletes' salaries by reminding people that they have to consider the constant traveling, hours of practice, training regimens, injuries, short-term careers, and years of preparation - but I'm beginning to wonder why I'm such a staunch supporter.

I'm not the smartest cat on the block, but the United States Grand Prix of Motocross sounds like it should be one of the most important races of the year. Why it's being shunned by three of the four major manufacturers and their top riders leaves me a bit puzzled.

Jonathan Beasley (the race promoter) has already taken one bath and now it appears that the people who would benefit most are going to let him take another. I keep reading how motocross/supercross is trying to pattern itself after NASCAR, yet decisions continue to be made without the true fan in mind.

Greg Albertyn, and the rest of Team Suzuki, will represent the AMA at Budds Creek.

INSIDE : ISSUE #35 SEPTEMBER 8, 1999

FEATURES

MOTOCROSS
Round 11 - AMA/Mazda Trucks National Championship 250cc MX Series from Binghamton, New York 10
Round 11 - AMA/Mazda Trucks National Championship 125cc MX Series from Binghamton, New York 14
Round 14 - World Championship 250cc MX Series from Nismes, Belgium 38
Round 11 - World Championship 500cc MX Series from Uddevalla, Sweden 40
Round 12 - World Championship 125cc MX Series from Haenchen, Germany 40

DIRT TRACK
Round 14 - AMA Grand National Dirt Track Series from Sedalia, Missouri 16

ROAD RACING
Round 10 - World Championship Superbike Series from Zeltweg, Austria 20

2000 MX BIKE FEATURE SECTION
First Ride: 2000 Yamaha YZ250 24
First Ride: 2000 Honda CR125 and CR250 26
First Ride: 2000 Suzuki RM125 28
First Look: 2000 KTM MXers 30
Factory Tour: Inside the "new" Husqvarna 32
First Look: 2000 Husqvarna MXers 34

INTERVIEW
Team KTM's Kurt Nicoll 36

DRAG RACING
Round 10: NHRA/Winston Drag Racing Series from Brainerd, Minnesota 41

DEPARTMENTS

EVENTS 46
RESULTS 68
CALENDAR 70
WANT ADS 78
LEADERBOARD 94
FINAL MOTO 96
LOOKING BACK 96

ON THE FRONT COVER

Cycle News reviews the new millennium's bikes first. Here, we test Honda's CR125 and 250 and Yamaha's YZ250. We also probe Suzuki's RM125, along with the new Husky and KTM MXers. Photos by Matt Freeman and Kit Palmer.

The AMA's ridiculous proposed numbering system is a perfect example. If I was fortunate enough to finish second in a National Motocross Series and had to run number 37 the following year, I'd be more than a little miffed. The fans made NASCAR what it is, plain and simple.

Beasley's main objective in bringing back the U.S. GP is so he can one day host the Motocross Des Nations as well, but it looks like that little dream is flying right out the window. Thousands of fans who have been following the sport since it first came to America (like my dad and I for instance), have never seen this great event on TV, much less in person. And now it looks like we never will. It's about time for "the powers that be" to start recognizing the desires of the fans in the world's largest market. Market - you know, where people buy things... like bottles of Yamalube, Genuine Honda Parts and KX250s.

And why do the riders put up with this crap? If I were Kevin Windham or Ezra Lusk, I'd jump in the cab of the Honda semi with a damn big gun, and inform the driver that "we're going to Budds Creek and we're going with bells on!"

What could be more rewarding and prestigious than competing for your country? Sure, there are a lot of races in the course of a year, but the U.S. GP should be as important as any. Sure, the riders and crew might be a little worn out at this time of year, but so what - suck it up and go kick some foreign ass! Hell, they're probably tired, too! I'm tired of working 50 weeks a year, but I don't see that changing any time soon.

I just wish I had a fraction of your talent so I didn't struggle through every other turn. If I actually got paid to race a motorcycle, Mark McGuire couldn't knock the smile off my face with a six-foot two-by-four. When your racing career is over, you'll have plenty of time to do beer bongs at Lake Havasu - but for now, make us proud. Bring tears to our eyes and go win the gosh darn U.S. GP.

Roger DeCoster and Joel Robert (and others) and Suzuki were very instrumental in popularizing motocross in the U.S., and here they are today still supporting the sport. Without their help we probably wouldn't know what a Nac-Nac is. Hats off to Suzuki.

Ron Pocher
Yucca Valley, CA

Gagging out loud

When Harley-Davidson and Ford Motor Company announced their partnership, the optimist in me envisioned a download of technical innovation from Ford to H-D - especially aiding Harley's ailing Superbike venture.

Instead we get a limited edition (i.e., overpriced) Ford pickup truck with a factory-installed Harley-Davidson sticker in the rear window (maybe the factory can even get it centered and straight).

How long before we get a Taurus Fat Boy - complete with chrome door handles, leather fringe, and those oh-so-important staggered duals?

Excuse me while I gag.

Paul Turek
Coalinga, CA

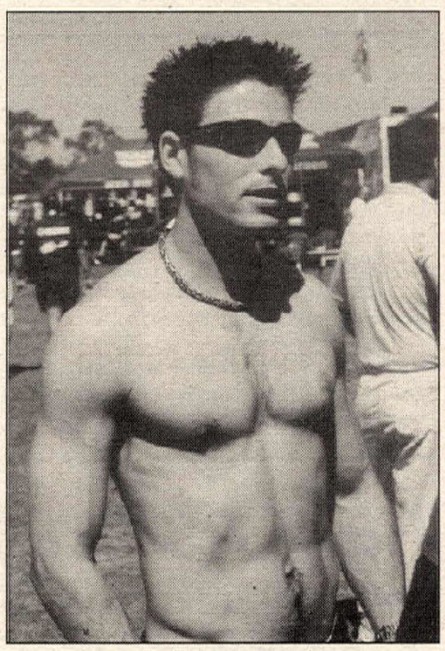
Sorry, bad track

We at Sunrise Motor Sports Park would like to apologize for the condition of our race track on August 23. We keep saying it is not the same old Sunrise and it really isn't. The water truck went down late Saturday and we couldn't get the mechanic there until early Sunday. While the mechanic had the water truck fixed by 11 a.m. or so, anybody familiar with Sunrise knows you need water from 6 a.m. to keep the track in good shape.

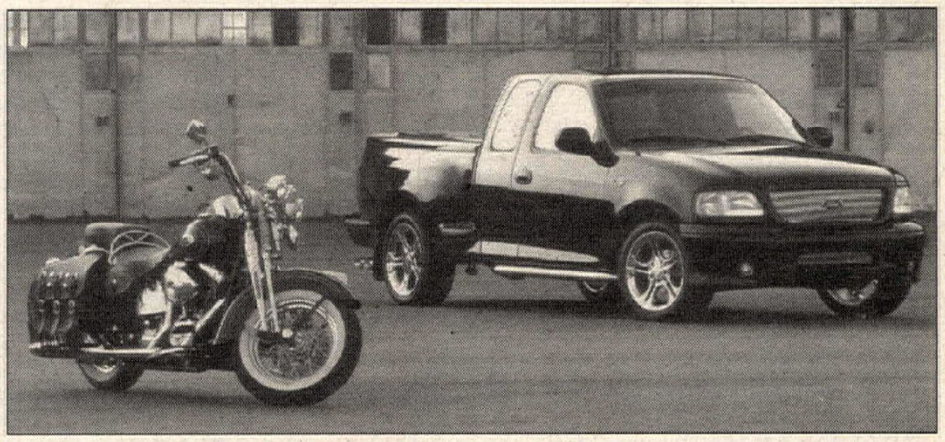
We feel terrible that so many riders had to see the track so dry and dusty. Our goal is for Sunrise to become a leading competitor with the other tracks in the area. That means a well-groomed track that's well watered. Unfortunately, these things do occasionally happen. We hope any new riders who were out there on Sunday will please come back and give us another try. We are sure you won't be sorry.

Again, we would like to apologize. We worked as quickly as possible to remedy the situation, but it just didn't happen in time to save a great day of riding.

Andy and Christina Kyler
Sunrise Motor Sports Park
Adelanto, CA



Team Vance & Hines Ducati's Ben Bostrum: Just one of the guys.



Could a Fat Boy be in Ford's future?

The pleasure of Ben

I just wanted to let you know that I had the pleasure of meeting Ben Bostrom this weekend at the grand opening of Ducati Seattle. He was, to say the least, the perfect example of what and how a professional racer should be. He kindly and graciously signed autographs for more than two and a half hours and never took a break.

Once all the autographs were signed, a few of us went to him and began a conversation that lasted a good hour, and not once did he make us feel that he was better than any one of us - like many professional racers seem to do. Mr. Bostrom impressed everyone at the opening and we were able to leave with a whole new respect for the man that has the number-one plate in AMA Superbike racing.

My hat is off to you, Ben. Good luck at Pikes Peak. We'll be rooting for you.

Mario Alvarez
Seattle, WA

Put a lid on it

In response to Mr. Kurk's letter regarding the AMA and its new rule regarding racers taking victory laps without their helmets, I have to say that it's not hypocritical. There is a big difference between the government telling us what to do in law and a sanctioning body enforcing the rules designed for the safety of racers and promoters concerns about liability.

Riding a motorcycle without a helmet is risky in any forum - but on a race track it's foolish, even if it's on a victory lap. I'm a motocross racer and most of the tracks I go to enforce not only the helmet rules, but also don't allow short sleeves, and I see no problem with that.

I always wear a helmet, but if you want to ride the open road with the wind in your hair, more power to you. But if you want to compete on a privately owned facility, you don't whine about the rules - even if you're the winner.

Mark McGowan
Bakersfield, CA

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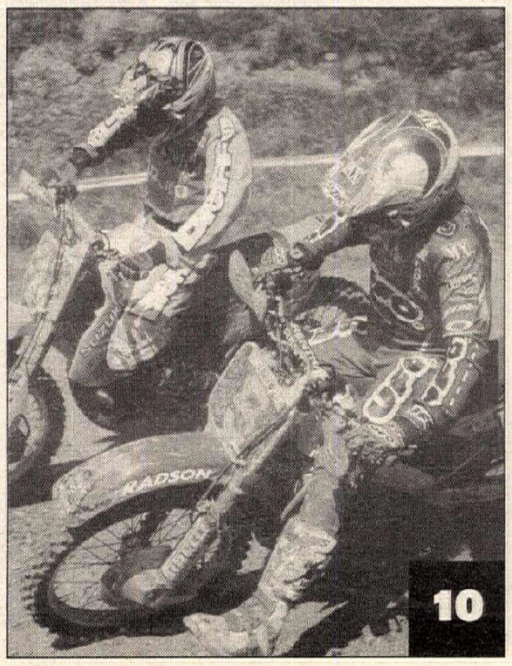

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Continued from page 3

event, announced the endorsement of the Pasadena City Council to host the event on November 20. "The response we have received for the World Supercross has been extremely positive," said Dan Murphy, president of Speedvision Productions. "The star-powered competition and prestige of the Rose Bowl will make the Toyota World Supercross a top-shelf destination for racers and fans alike. We are looking forward to having an international race of this magnitude in our own backyard." The Rose Bowl will host round three of the four-round series that begins in France on October 2. According to Speedvision, **Jeremy McGrath**, Larry Ward, Ezra Lusk and Robbie Reynard have already committed to participating in the series. CBS Sports will air the race on December 11 from 1-2 p.m. (Eastern), and Speedvision will re-air the race on December 21 from 8-9 p.m. (Eastern).

MX Team Changes: Next season, Team SplitFire/Pro Circuit/Kawasaki won't have to worry about its star, Ricky Carmichael, being beaten by Team Honda's/FMF's **Tallon Vohland**. Why? Two reasons: First, Carmichael will be contesting the 250cc division. Second, the Pro Circuit squad just signed Vohland away from FMF. The deal nixed rumors that Vohland was headed to Europe again. SplitFire/Pro Circuit/Kawasaki is retaining Nick Wey, Nathan Ramsey, Shae Betley and Billy Payne, but is dropping Scott Sheak. FMF is filling the vacancy left by Vohland with **Casey Lytle**, who this year rode for Yamaha of Troy.

The latest AMA road racer to sign a contract is rising-star **Josh Hayes**. Hayes, who is currently ranked third in the AMA Formula Xtreme Series and fifth in the AMA 600cc Supersport Series, has inked a deal that will see him on Erion Racing Hondas in 2000. The Gulfport, Mississippi, rider currently rides for EMGO Valvoline Suzuki.

According to a release from Kawasaki, Team Green has re-signed former GNCC Champion **Fred Andrews** to a contract for the 2000 racing season. Andrews will ride a KX250 in an effort to win the 2000 GNC Championship.

Funeral services were held on Monday, August 23 in Roslyn, Pennsylvania, for **Anthony Ferracci**, the youngest son of Fast By Ferracci Ducati's Eraldo Ferracci. Anthony Ferracci was killed on August 20 in a streetbike accident in Philadelphia.

An exclusive field of the top 16 riders from U.S. tracks and also two European-based speedway superstars are getting set to take part in the **AMA National Speedway Championship** at Fast Fridays Speedway on the Gold Country Fairgrounds in Auburn, California, on September 3. Heading the list are 1998 AMA National and 1997 World Speedway Champion Greg Hancock, 1996 World Speedway Champion Billy Hamill, and 1998 Coors Light U.S. National Champion and Auburn native Bart Bast. They will be joined by three-time U.S. Junior National Speedway Champion Ryan Fisher, former U.S. National Champion and World Champion Bobby Schwartz, former U.S. National Champion Mike Faria, British League racer Josh Larsen, California State Champion Charlie Venegas, Gary Hicks, Jim Sisemore, Billy Janniro, Shawn McConnell, Bobby Hedden, ICE Champion Robert Curry, and Ian Ferris. Gates will open at 6:30 p.m., with the first race beginning at 8 p.m.

Jay Springsteen and **Rich King** are just two of the top Grand National stars scheduled to participate at the Emerald Downs AMA Hot Shoe National in Seattle, Washington, on September 25. The event, which coincides with the Western swing of the AMA Grand National Dirt Track Series, will feature an added twist in the form of a new TT course that will be constructed on the infield. The TT races will alternate with the mile races during the evening's program. For more information, call 310/547-9898.

The fifth round of the **AMA/Western Four-Stroke National Series** at the **Cooperland** track in Stillwater, Oklahoma, on September 17 has been canceled. The event will not be rescheduled. For more information, call 503/708-8486.

Rounds five and six of the **California Cross Summer Series** at the Prairie City SVRA track in Sacramento, California, September 5 and 19, have been postponed. The races will now take place on October 31 and November 21. For more information, call 916/782-8511, or visit www.californiacross.com.

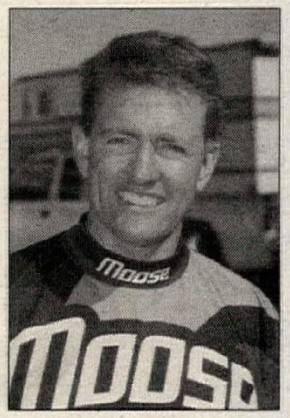
AUTOGRAPH SIGNING: At Harley-Davidson of Dallas, 3914 South Shiloh St., Garland, Texas, from 6 to 8 p.m., on September 10. Several AMA Grand National Dirt Track Series are scheduled to appear, including Chris Carr, Jay Springsteen, Steve Morehead, Will Davis and Willie McCoy. For more information, call 972/864-4320.

CORRECTION: Last week's issue stated that Dougie Lampkin rides a Gas Gas. Lampkin actually rides a Beta.

CORRECTION: Last week's item regarding Performance Engineering featured the wrong address. The correct address is 1333 Pine Ave., Suite B, Orlando, FL 32824.

CORRECTION: The correct phone numbers for information for VDTRA members who are planning to ride the AHRMA National Short Track at Peoria Speedway in Peoria, Illinois, on September 24, or the AHRMA National TT, on September 26, are 309/697-8148 and 309/494-0794. CN

Ty Davis: champ/spoiler



After once having his shot at a second National Enduro Championship "spoiled," Ty Davis has done some spoiling of his own, by claiming this year's title. In '96, Randy Hawkins dethroned a then-Kawasaki-mounted Davis, despite being involved in what Davis perceives as a Team Suzuki cheating incident in the final round. (Hawkins broke down, switched bikes, kept time for teammate Rodney Smith, and then disqualified himself at the finish; the points earned by Smith prevented Davis from regaining the crown.) Both Davis and Hawkins subsequently switched teams (both to Yamaha, ironically), and Davis - unhappy with the AMA's handling of the situation - swore off the Enduro series.

That was then, this is now. Davis, who started this season with no plans to contest the entire AMA Acerbis National Enduro Series, has been recrowned over circuit regulars Hawkins and Mike Lafferty. "I won the first two events," says Davis, "so I decided to look at the schedule to see if any of the rounds conflicted with the desert races. I couldn't believe it, but none of them conflicted. With 15 Enduro rounds and 12 Hare and Hound or Best in the Desert rounds, not a single one was on the same weekend!"

Not that it came easily. Take the August 22 Harrison, Michigan, round, where Davis clinched the title. Lafferty's KTM mechanic Alan Randt is a member of the promoting club, and Davis believes the event was set up to hurt his and Hawkins' chances. "Everyone knows Randy is a slow starter, and they put all the important special tests right at the start," explains Davis.

Whether imagined or real, such obstacles weren't enough to stop the Californian, and that fact has made this success especially satisfying: "Switching to Yamaha, everyone was wondering what would happen, but I've won three championships since then (including the '97 and '98 Hare and Hound titles). I gave Kawasaki its first Enduro title and I gave Yamaha its first-ever Enduro title. Kawasaki hasn't won one since."

With the championship already in hand, Davis did not contest the penultimate round of the series on August 26.

Polish round to Nielsen

Reigning World Speedway Champion Tony Rickardsson is closing in on the defense of his crown after a dramatic Polish Grand Prix at Bydgoszcz, Poland, on August 28.

Rickardsson is just four points behind leader Tomasz Gollob, the man who has been ahead in the title race right from the start of the series in May. Gollob still leads Rickardsson, 90-86.

Top spot on the rostrum in the penultimate round of this year's series went to the evergreen Dane Hans Nielsen, who reeled off four clinical wins to claim his first GP victory of the season.

It all means that the final round in Vojens, Denmark, next month will be the decider, and anything can happen on a night which is sure to resemble a one-off world final.

British champion Mark Loram, who gained entry to the fifth round because of an injury to Mario Jirout, was in sensational form and his performance contributed to the title race going down to the wire. It was Loram's brilliant semifinal overtake of Grand Prix series leader Gollob that threw a spanner in the works to hand a lifeline to chief challenger Rickardsson. Loram, who had once again picked his way through the meeting with some breathtaking passing, reduced the Bydgoszcz crowd to an eerie silence as he stole ahead of the Pole to pip him for second place on the line in heat 22.

It meant Gollob missed out on the final, and although he took the consolation final in hell-for-leather style, Rickardsson's second place behind Nielsen in the final narrowed the gap at the top of the leaderboard to just four points. If Rickardsson wins the final GP at Vojens in Denmark on September 25, he will now take the crown - no matter where Gollob finishes on the night.

American star Billy Hamill managed to negotiate his way through the pre-main-event section before bowing out in heat 16, and Greg Hancock, after a second behind Loram in heat 13, ran two last places to make his exit before the semifinals.

John Hipkiss

Italians crowned

Though we'll have to wait for Budds Creek to see who wins the 250cc World Motocross Championship, the 500cc and 125cc titles were both decided on August 29, and it was Italians doing the honors in both cases.

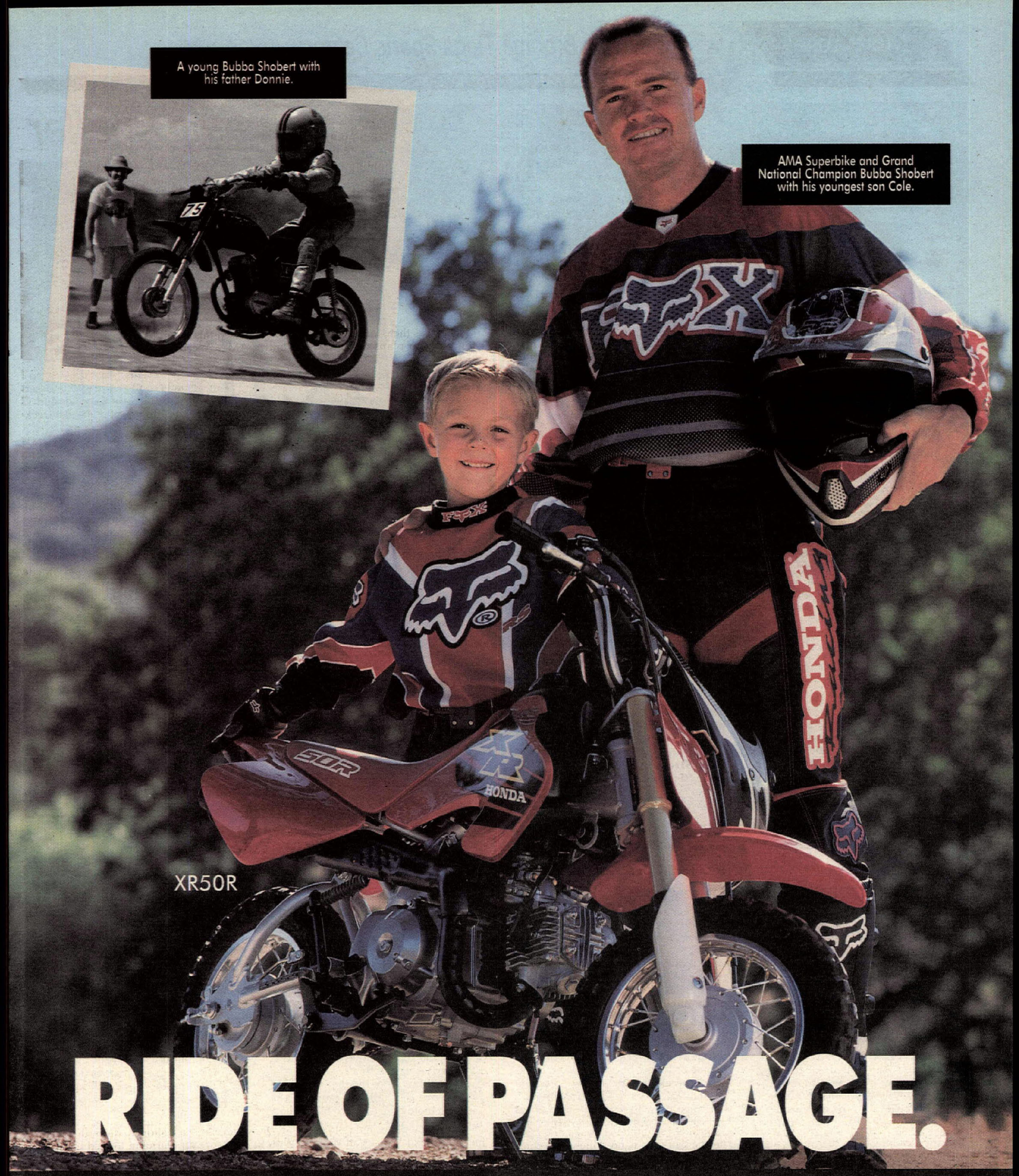
Team Rinaldi Yamaha rider Andrea Bartolini (right) is the first Italian 500cc World Motocross Champion after clinching the title with a fourth-place finish in the opening moto of the Kouvolan, Finland, round. The diminutive rider's consistency has seen him dominate this year's points chase aboard a Yamaha YZ400 thumper, against the threat of concerted, factory-backed efforts from KTM and Husaberg. One round remains to be run in the series.

"I was very nervous at the start of the first heat," said Bartolini, "but I saw (title rival Peter) Johansson driving behind me and I managed to find a good rhythm. And of course I was happy to keep Peter behind me at the end."

In the moto, Bartolini followed home local rider Miska Aaltonen, defending champ Joel Smets and Willie Van Wessell. With the pressure off, Bartolini topped moto two, chased by Kiwi Shayne King and Johansson.

Alessio Chiodi (left) gave Husqvarna its second title in as many years in the eight-liter division, riding to conservative 4-4 placings in the final round in Jastrebarsko, Croatia. The event was won by countryman Claudio Federici, who topped both motos on his Yamaha. Honda-mounted Americans completed the podium with Jeff Dement second overall and Mike Brown third.

Andrew Clubb



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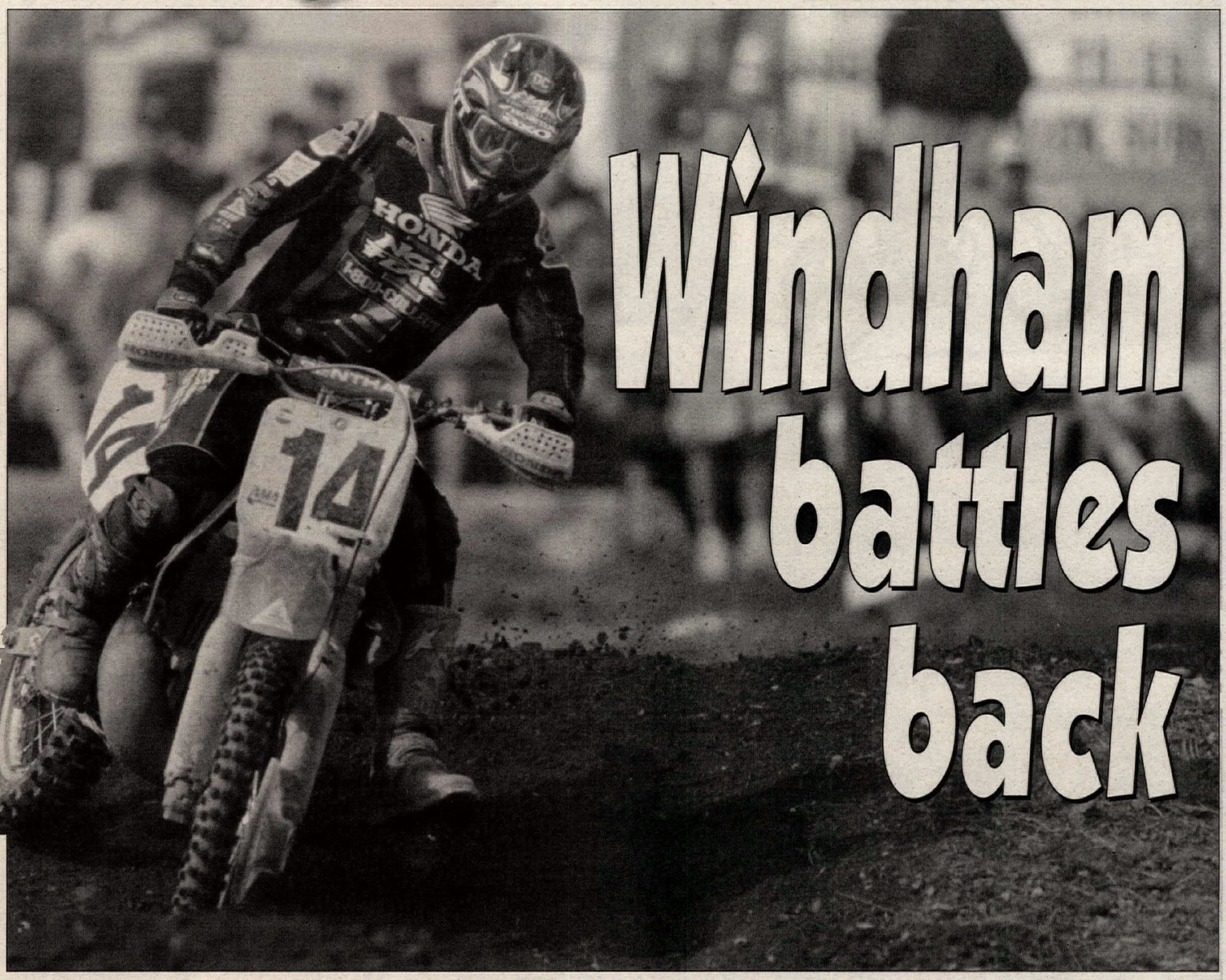
Round 11: Broome-Tioga Sports Center

AMA/MAZDA TRUCKS NATIONAL CHAMPIONSHIP 250cc MX SERIES



Windham battles back

By Jerry Athey
Photos by Karl Ockert

BINGHAMTON, NY, AUG. 29

Any racer will tell you, it's not over until it's over. And that's just the message that Team Honda's Kevin Windham delivered to title rival and current series points leader Greg Albertyn - and some 16,000-plus cheering fans - at the second-to-last round of AMA/Mazda Trucks National Championship 250cc MX Series, held at the beautiful Broome-Tioga Sports Center in New York.

Windham, who trailed Albertyn by 35 points going into the Binghamton round, flew his Alley Semar-tuned factory Honda CR250 to the commanding 1-1 victory on the rough and rutted course and, in doing so, closed to within just 21 points - less than one moto - of the South African with one race remaining in the series.

"I'm really happy with my ride today," said the 21-year-old from Baton Rouge, Louisiana. "I got two decent starts - both inside the top 10. I put my head down, made some early passes and got out in front early. It was really a good race up until we hit lappers. I need to get through them a little better than I did. Especially in the second moto when Button caught up to me. But, it was still a really good day for me.

"My strategy right now is to go back and work just as hard this week as I have every week - and come back and win both motos next week," Windham added. "Unfortunately, when the pressure was really on me, I kind of let myself down. Especially at the last race at Millville, where I had a terrible first moto. Now, it's out of my hands. I'm going to go out and ride the best I can. That's all I can do."

Finishing in the runner-up position for the second week in a row was Team Yamaha's Jimmy Button. Sparked by his recent breakthrough results - a win at Washougal and a second at Millville - and despite a first-moto mechanical problem that dropped him to fifth at the finish, the 26-year-old from Canyon Lake, California, looked fast and aggressive. Button hammered on teammate Doug Henry for almost the entire second moto before taking over second place with just a few laps to go.

"I feel pretty good," said Button. "I just wish I wouldn't have had the problem with the clutch in the first moto. I think I could've been up there. In the second moto, I had a really good race with Doug. I was maybe a little too nice to him. Doug's a good rider and he was hanging it out when he needed to and it took me a while to get around him. I wish I could've gotten around him maybe three laps earlier. I think I could have made a pretty good run on Kevin, but he rode two great races and deserved to win. I'm happy to get second overall. I'm out there trying as hard as I can every week and it's been paying off."

Filling out the podium at Binghamton was Team Factory Connection/Jack in the Box/Honda's Mike LaRocco. After starting the first moto in sixth, LaRocco went to work, charging through the talent-rich field on the heels of Albertyn before finally passing the Team Suzuki star for the runner-up spot just before the halfway point in the moto. In moto two, LaRocco blasted to a top-five start and, after another moto-long skirmish with Albertyn, eventually finished sixth.

"I felt like I tried hard," said the 28-year-old from South Bend, Indiana. "The first moto went pretty good for me, I was able to come back and move forward. In the second moto, I got kind of mixed up and spun out in the middle of the race trying to pass Albertyn - we kind of bumped into each other and I ended up turning the wrong way on the track. I ended up getting passed, but overall, things went pretty decent for me today.

Team Honda's Kevin Windham (14) kept the title chase interesting with back-to-back moto wins at Binghamton. With one round to go, Windham closed the gap on series leader Greg Albertyn. This one could go down to the last moto of the season.

"It seemed like we hooked up both motos," said LaRocco of his daylong battle with Albertyn. "In the first moto I had to go around him and in the second moto, we must have passed each other three or four times. He ended up beating me in that moto, but it was a tight race."

Finishing fourth overall on the day was the series points leader Albertyn. In the first moto, Albertyn started just inside the top 10 before attaching himself to LaRocco for the duration of the race, eventually finishing third. In the second go-around, Albertyn became the early caboose on a six-rider freight train made up of Henry, Team Suzuki's Larry Ward, Windham, Button, LaRocco and himself. The aggressive 26-year-old finished out the moto in fifth after intense battles with Suzuki teammate Robbie Reynard and LaRocco.

"I'm not too unhappy," said Albertyn. "In the first moto, LaRocco nearly cleaned me out a few times and I ended up letting him by. That was probably a

(Above) Doug Henry put his Yamaha thumper into the early lead in the second moto. The defending champ ended up fourth in the moto.
(Below) Ever since winning his first National at Washougal, Jimmy Button has been on the podium. At Binghamton, Button went 5-2 for runner-up honors.

smart move, on my behalf. In the second moto, I found myself in eighth place and, on the third lap, I got a rock stuck in my shifter. I was really struggling to shift - sometimes it would and sometimes it wouldn't. Most of the time I was going through turns in fourth gear because it wouldn't shift down - the gear shifter was actually locking up. So, I was having a lot of problems with that. When I closed on Jimmy (Button) and them, I was just force-shifting it and, after a while, it started sticking even worse. Considering the circumstances, I'm not too unhappy. It could've locked up on me totally or stopped working altogether. I'm still in control of this championship and Steel City is my favorite track, so everything should be okay."

Rounding out the top five overall was the aforementioned Reynard. After a poor start that saw him in back in 17th-place at the end of the first lap, Reynard charged aggressively through the pack, eventually finishing sixth. Reynard fared better in the second moto, starting within the top 10 and passing Ferry, Ward, LaRocco, Albertyn and Henry before finishing out the moto in third.

"Yeah, it was really good racing out there," said the 22-year-old rider from Norman, Oklahoma. "A bunch of people were riding really good. The 250cc class is really difficult. I didn't get good starts in either moto this weekend. I had to work really hard, but I felt strong both motos. That's the main thing."

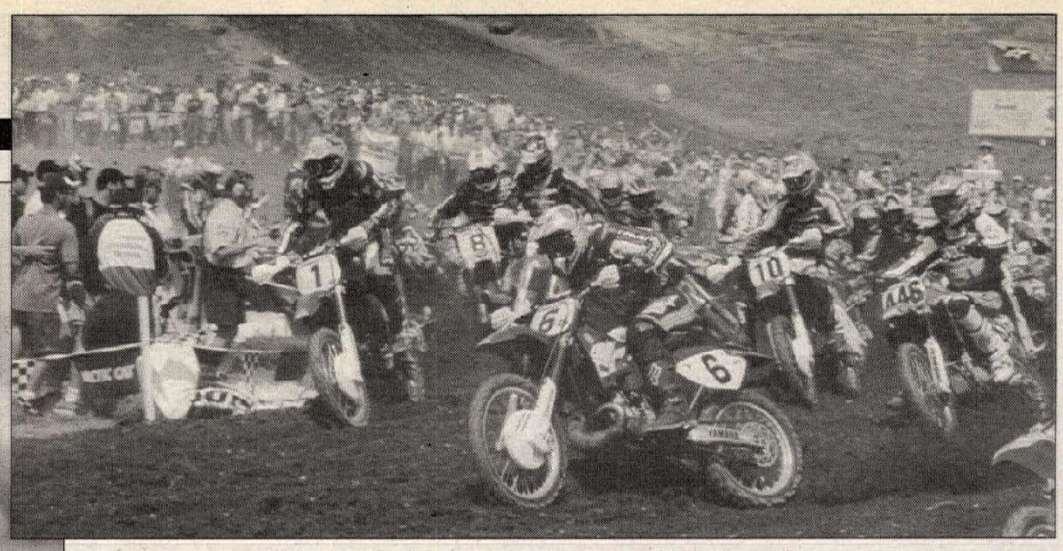
Putting in his best ride of the series was Team Chaparral/Yamaha's Tim Ferry, who went 4-7 for sixth overall.

"Things have been working out really well," said Ferry. "In the last four or five races, I've actually picked the pace up. Before, I was like a seventh-, eighth-, or ninth-place rider. Now, it seems that I'm in the top five quite a bit. My goal was to finish on the podium at least once this year in the outdoor Nationals. We only have one more race this year, so we'll see what happens."

Henry was seventh overall with his 10-4 ride, and was awarded the $500 THQ Holeshot Award for the second moto. Ward was a consistent eighth (8-8), followed by Team Yamaha's John Dowd (7-10) in ninth. Team Honda's Ezra Lusk rounded out the top 10 with hard-fought 9-11 moto finishes.

With his commanding 1-1 ride at Binghamton, Windham closes to within 21 points - less than one moto - of Alber-

Mike LaRocco (3), here passing Greg Albertyn, kept his slim hopes of finishing second in the series alive with another strong performance at Binghamton. He's currently 27 points behind Windham.



(Left) Playing it smart: With his first AMA National title in his crosshairs, Albertyn (8) rode conservatively at Binghamton. A 3-5 earned him fourth overall.
(Above) Henry (1) and John Dowd (6) fight for the first-moto holeshot.

tyn with just one more race to go (427-406). LaRocco is solid in third with 379 points, followed by Lusk, with 315 points. Teammates Henry and Button are fifth and sixth, respectively, tied at 290 points. Dowd is seventh (271), Ward is eighth (263) and Emig drops to ninth (262). Reynard fills out the current top 10 in the series with 247 points.

MOTO ONE

Larry Ward led the charge through Broome-Tioga's loamy, 180-degree first turn, followed by Yamaha teammates Dowd, Henry and Button, Alba Yamaha/Pirelli/DSP's Anthony Amaradio and Ferry. Windham was next in line, followed by Team Kawasaki's Damon Huffman, Lusk and Albertyn.

Lusk, who started in about 10th-place, got pushed out in the second turn and dropped from the top 20. The disappointed Georgian would spend the entire moto battling with lesser-known riders to eventually finish 12th.

Next to fall victim to bad luck was Henry, who stalled the big Yamaha four-stroke in the next turn and re-entered the race dead last.

"I stalled my bike in the third turn," Henry said. "I slid out sideways, somebody hit me from behind and I ended up stalling it. When you stall it in the first few turns like that, everyone goes by you."

Before the completion of the first lap, the blazing-fast Windham had taken over the top position, diving under Ward in a deeply rutted and one-lined corner. Dowd, Albertyn, Button, LaRocco and Ferry followed. With Windham now solidly in the lead, Albertyn and LaRocco began to charge, each moving around Dowd and then Ward at the one-third mark in the moto. While Albertyn's pass on Ward looked easy (inviting speculation as to the use of team tactics), LaRocco's was anything but, as he aggressively forced his Honda under Ward's Suzuki at the bottom of Binghamton's huge downhill to take over third. Runner-up Albertyn was the next rider in the determined LaRocco's sights. As the dueling riders hit the jump-filled, high-speed "upper" section of the track, LaRocco made his move, narrowly taking the position and holding on until the finish.

Windham took the moto win by more than 10 seconds. The hard-charging LaRocco raced in for second, followed closely by Albertyn in third.

"I didn't have such a great start," Albertyn explained. "I was on the inside and got blocked off a little bit, but I ended up coming out okay. I'm kind of happy with my race. Kevin was going fantastically and so was Mike. I just want to win this championship, so that's what I was thinking about."

Ferry put in his best ride of the season, for fourth. Button was fifth after suffering an odd mechanical problem.

"I felt like I rode all right," said Button. "I just had a little problem. It's really rocky here this weekend and we're running handguards. The left-side guard got cocked and jammed up my clutch adjuster, so I wasn't able to loosen up the clutch when it got hot during the moto. It got hot and tightened up, so I had to ride a bunch of laps without the clutch to let it cool back down. I felt like I was riding good, but it was hard to charge. We've got it all fixed up now, so the second moto should go better."

Reynard was sixth, Dowd was seventh and Ward was eighth. Lusk charged into ninth, followed by Henry, who recovered from his first-lap mishap for 10th.

MOTO TWO

Henry put his booming four-stroke into the lead as the riders hit the first turn to begin moto two. Ward pulled off another great start for second, followed by Windham, Button, LaRocco, Albertyn and Ferry. Lusk suffered another horrible start, rounding the first lap well out of the top 20. Also mired in the back of the field during the beginning laps were Dowd and Huffman.

With Henry leading the way, the race became a seven-rider freight train consisting of Ward, Windham, Button, LaRocco, Albertyn and, a little farther back, Ferry. Ward was the first rider to go after Henry, attempting to dive under the Yamaha rider on a hillside off-camber turn approaching a large downhill. Ward again tried the same move the following lap and looked to have the pass made before Henry uncorked the big YZ and became the first rider of the day to double-jump down the huge hill. As the riders began to pile up behind him, Windham continued to search for a way around his two competitors.

With just a few laps completed, Windham leaped past Ward on the big downhill and - on the next lap - attacked Henry at the same point where Ward had tried earlier, executing a perfect outside-inside block pass on the defending champion to take over the lead. Once out front, Windham began to pull away, leaving Henry to fall into the clutches of Button. Just after the halfway point, Albertyn attempted to go under LaRocco in the turn immediately follow-

Briefly...

To narrow the field to 40 riders in each class, a series of qualifiers were run on Sunday morning. Planet Honda/Pro Grip's **Jason McCormick** took the first 125cc qualifier win, F&S Suzuki/Sinisalo/Gaerne/Shoei-backed **Paul Currie** won the second 125cc qualifier and Stamford Motorsports/Factory Connection/Thor-sponsored **Carlo Coen**, from nearby Newburgh, New York, took the 125cc consolation-race victory. In the 250cc class, it was Team Suzuki's **Robbie Reynard** taking the first qualifier win. Chaparral Yamaha's **Tim Ferry** scored the win in qualifier two - which was the fastest qualifier of the day. The 250cc consolation-race victory went to Kawasaki/Two Wheel/Pro Action-backed Canadian champion **Blair Morgan**.

U.S. Tobacco/Team Rooster continues to support the top privateers in the outdoor series by awarding $1000 to the highest-placing privateer and $500 to the second-highest-placing privateer in each of the two national classes. At Binghamton it was Manchester Honda/Factory Connection-backed local hero **Paul Carpenter** who took the top honors in the 250cc class for his 12-13, 11th-overall finish, followed by Big Valley Honda/Great Lakes Aviation-sponsored **Heath Voss**, who went 17-9 for 12th overall. In the 125cc class, it was Montgomeryville Cycle/RRP-backed **David Kratz** taking the big check for his 12-10, 10th-overall performance, followed by F&S Suzuki/Sinisalo's **Paul Currie**, who finished 40-11 for 13th overall.

Speaking of the top-privateer awards, **U.S. Tobacco** will also present year-end awards of $5000 to the highest-finishing privateer and $2500 to the second-highest-finishing privateer in each class. With just one round to go, Yamaha of Japan/Holley Racing's **Takeshi Koikeda** and Big Valley Honda/Great Lakes Aviation's **Heath Voss** are tied with two top privateer finishes each in the 250cc class. Team Moto XXX/Thor's **Travis Preston** seems to have the 125cc award all locked up, with four top privateer finishes. Preston's nearest competitors, Team Moto Planet/Al Lane Yamaha's **Matt Walker** and F&S Suzuki/Sinisalo's **Paul Currie**, each have two top privateer finishes - making for a great showdown between the two riders at Steel City.

U.S. Tobacco also continued its support of injured motorcyclists through the **Clayton Memorial Foundation** by donating 33 cents for each of the 16,085 paying spectators on hand at the Broome-Tioga Sports Center, resulting in a donation of **$5308** to the non-profit organization.

THQ Playstation Championship Motocross Featuring Ricky Carmichael Holeshot Awards in the amount of $500 were presented to the riders who took holeshots in the four National motos. Benza Boyz Racing's **Damien Plotts** took the first 125cc holeshot, followed by Team Primal Impulse/Suzuki/Bill's Pipes' **David Pingree**, who blasted to the second 125cc holeshot. Team Suzuki's **Larry Ward** took the holeshot in the first 250cc moto, followed by Team Yamaha's **Doug Henry** in 250cc moto two.

Absent at Binghamton were Team Primal Impulse/Suzuki/Bill's Pipes' riders **Michael Brandes** and **Buddy Antunez**. According to Team Manager Billy Whitley, Brandes was still feeling the effects of his crash at Millville and Antunez, who injured his thumb before Millville - but rode anyway - decided to skip the last few outdoor races and begin preparing for his quest for an unprecedented fourth National Arenacross title.

Also absent at Binghamton was Team Chaparral/Yamaha's **Steve Lamson**. "Steve crashed and injured his back at Millville," explained Team Manager Larry Brooks. "It's still hurting him. He took a week off and went to the doctor and was told that he had some stretched ligaments and torn muscle tissue. He tried to ride this past week, but he couldn't, so we're down to one rider (Tim Ferry) this weekend."

While **Ricky Carmichael** still needs one more overall victory to match Mark Barnett's all-time win record of 25, he did manage to match one of Barnett's records at Binghamton. By clinching the 1999 125cc outdoor title, Carmichael became only the third rider in AMA history to score three consecutive National Motocross Championships, joining Barnett (1980, '81 and '82 - 125cc) and Tony DiStefano (1975, '76 and '77 - 250cc) in the record books.

Team Honda's **Sebastien Tortelli** made an appearance at Binghamton, greeting fans and signing autographs. While Tortelli hopes to be able to race the U.S. GP at Budds Creek on September 12, his wrist (injured at Unadilla) still seems to be a question mark. "My wrist is feeling pretty good," said the reigning 250cc World Champion. "My doctor is happy. He says that everything is healing well, but the GP will depend on what is going on with my wrist at the time. If I'm 100 percent, I will race. If I'm not, I won't. I know that my physical conditioning is fine, because I'm still training. It just depends on the pain in my wrist. I hope I can do it. That would be great."

One rider who will definitely be at the Budds Creek U.S. GP will be Team Suzuki's **Greg Albertyn**. "I really haven't given it much thought lately, since I'm engaged in this championship battle," said Albertyn. "Obviously, I'm going to have to remotivate myself after the outdoor season. I'm pretty excited, though, especially to see all my old friends. Hopefully, I'll go out there and show everyone that I'm the best outdoor rider in the world." Albertyn was the 1992 125cc World MX Champion and the 1993 - and 1994 - 250cc World MX Champion.

Italian **Stefy Bau** became the first woman in a long time to try to qualify for Sunday's 125cc National. Bau had to ride Saturday's pre-qualifier and was unsuccessful at the task, but she had fun and said she will try again next year. "The problem was that I wore myself out earlier in the day by racing those WML motos," said the Team Green/FMF/UFO-backed 22-year-old Bau. "I'll be more prepared and try again next year."

ing the big downhill, bumping him from his line and almost over the high side. The on-fire Reynard instantly capitalized on LaRocco's misfortune and moved into fourth. With just a few laps to go, Button, once again, came at Henry, this time pulling off the clean pass in the same corner where Windham had earlier made his move.

"I was trying to just focus on Kevin and not really think about Jimmy behind me," said Henry. "I was hoping to try to find some lines and smooth myself out for the last five laps or so and catch Kevin, but Jimmy got by me, so I just had to kind of follow him. I tried to stay with him, so I might be able to pass him back, but I ended up washing out in the turn up on the hill and that put me back a couple of spots."

Button explained, "I knew I had to get him right there because he was swinging it a little bit wide so he could make a run to do the double down the hill. If I could just get a wheel underneath him, I knew he wasn't going to be able to turn. We didn't even come close to making any contact, I just had to get into that line before he got there. It took a long time to get around him."

Windham aced the moto for his second victory of the day, followed by an extremely fast and aggressive Button. Reynard finished third after zapping Henry on the last lap. Albertyn was fifth, LaRocco was sixth and Ferry was seventh. Ward was eighth and Big Valley Honda/Great Lakes Aviation's Heath Voss was ninth. Dowd filled out the top 10. **CN**

Broome-Tioga Sports Center
Binghamton, New York
Results: August 29, 1999
(After 11 of 12 rounds)

MOTO 1: 1. Kevin Windham (Hon); 2. Mike LaRocco (Hon); 3. Greg Albertyn (Suz); 4. Tim Ferry (Yam); 5. Jimmy Button (Yam); 6. Robbie Reynard (Suz); 7. John Dowd (Yam); 8. Larry Ward (Suz); 9. Ezra Lusk (Hon); 10. Doug Henry (Yam); 11. Damon Huffman (Kaw); 12. Paul Carpenter (Hon); 13. Takeshi Koikeda (Yam); 14. Josh Demuth (Yam); 15. Tyler Evans (Suz); 16. Scott Carter (Kaw); 17. Heath Voss (Hon); 18. Blair Morgan (Kaw); 19. Kevin Crine (Suz); 20. Ty Wallace (Yam); 21. Austin Squires (Suz); 22. Ted Campbell (Suz); 23. Bruce Stratton (Suz); 24. Todd Downs (Yam); 25. Anthony Amaradio (Yam); 26. Dustin Nelson (Yam); 27. Mike Katin (Suz); 28. Ryan Terlecki (Suz); 29. Zeb Armstrong (Yam); 30. Lee Rostien (Suz); 31. Jiri Dostal (Suz); 32. Charles Duffy (Suz); 33. Mark Wundrack (Kaw); 34. Ron Boyas (Yam); 35. Terry Finkle (Yam); 36. Robbie Horton (Yam); 37. Carter Gurnee (Yam); 38. Davey Yezek (Suz); 39. Clark Stiles (Kaw); 40. Chad Wollaston (Yam).

MOTO 2: 1. Kevin Windham (Hon); 2. Jimmy Button (Yam); 3. Robbie Reynard (Suz); 4. Doug Henry (Yam); 5. Greg Albertyn (Suz); 6. Mike LaRocco (Hon); 7. Tim Ferry (Yam); 8. Larry Ward (Suz); 9. Heath Voss (Hon); 10. John Dowd (Yam); 11. Ezra Lusk (Hon); 12. Tyler Evans (Suz); 13. Paul Carpenter (Hon); 14. Kevin Crine (Suz); 15. Damon Huffman (Kaw); 16. Mike Katin (Suz); 17. Anthony Amaradio (Yam); 18. Ryan Terlecki (Suz); 19. Josh Demuth (Yam); 20. Jiri Dostal (Suz); 21. Bruce Stratton (Suz); 22. Blair Morgan (Kaw); 23. Robbie Horton (Yam); 24. Ty Wallace (Yam); 25. Clark Stiles (Kaw); 26. Takeshi Koikeda (Yam); 27. Scott Carter (Kaw); 28. Carter Gurnee (Yam); 29. Dustin Nelson (Yam); 30. Zeb Armstrong (Yam); 31. Ron Boyas (Yam); 32. Charles Duffy (Suz); 33. Terry Finkle (Yam); 34. Mark Wundrack (Kaw); 35. Todd Downs (Yam); 36. Austin Squires (Suz); 37. Ted Campbell (Suz); 38. Lee Rostien (Suz); 39. Chad Wollaston (Yam); 40. Davey Yezek (Suz).

O/A: 1. Kevin Windham (Hon); 2. Jimmy Button (Yam); 3. Mike LaRocco (Hon); 4. Greg Albertyn (Suz); 5. Robbie Reynard (Suz); 6. Tim Ferry (Yam); 7. Doug Henry (Yam); 8. Larry Ward (Suz); 9. John Dowd (Yam); 10. Ezra Lusk (Hon); 11. Paul Carpenter (Hon); 12. Heath Voss (Hon); 13. Damon Huffman (Kaw); 14. Tyler Evans (Suz); 15. Kevin Crine (Suz); 16. Josh Demuth (Yam); 17. Takeshi Koikeda (Yam); 18. Mike Katin (Suz); 19. Scott Carter (Kaw); 20. Anthony Amaradio (Yam); 21. Ryan Terlecki (Suz); 22. Blair Morgan (Kaw); 23. Jiri Dostal (Suz); 24. Ty Wallace (Yam).

AMA/MAZDA TRUCKS NATIONAL C'SHIP 250cc MX SERIES POINT STANDINGS (After 11 of 12 rounds): 1. Greg Albertyn (427/2 wins); 2. Kevin Windham (406/4); 3. Mike LaRocco (379/1); 4. Ezra Lusk (315/1); 5. Doug Henry (290/1); 6. Jimmy Button (290/1); 7. John Dowd (271); 8. Larry Ward (263); 9. Jeff Emig (262); 10. Robbie Reynard (247); 11. Sebastien Tortelli (245/1); 12. Tim Ferry (232); 13. Damon Huffman (193); 14. Jean Sebastien Roy (128); 15. Steve Lamson (118); 16. Takeshi Koikeda (112); 17. Heath Voss (79); 18. Josh Demuth (68); 19. Mickael Pichon (55); 20. Jeremy McGrath (52).

Upcoming Round:
Round 12 - Delmont, Pennsylvania, September 5

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FLORIDA GOLD CUP SERIES
WINTER NATIONAL OLYMPICS
MX at GATORBACK, Gainesville, FL
FLORIDA WINTER AM SERIES
HARE SCRAMBLE at GAINESVILLE, FL
AMATEUR SPRING NATIONAL

FLORIDA GOLD CUP SERIES
Sept. 19 1999 - Gatorback, Gainesville, FL
Sept. 26, 1999 - Reddick, MX of Marion County
Oct. 3, 1999 - Hardrock Cycle Park, Ocala, FL
Oct. 10, 1999 - Dade City Raceway
Oct. 17, 1999 - Thunder Cross, Okeeckobee, FL
Oct. 24, 1999 - Gatorback, Gainesville, FL

WINTER NATIONAL OLYMPICS
Nov. 22 Thru
Nov. 27, 1999

FLORIDA WINTER AM SERIES
Jan. 1 & 2, 2000-Gatorback, Gainesville, FL
Jan. 9, 2000-Reddick-MX of Marion County
Jan. 16, 2000-Hardrock Cycle Park, Ocala, FL
Jan. 23, 2000-Dade City Raceway
Jan. 30, 2000-Gatorback, Gainesville, FL

MX AT GATORBACK
Gainesville, FL
(Round of Hardrock Series)
Dec. 12, 1999

AMATEUR SPRING NATIONAL
Gatorback Gainesville, FL
Mar. 3, 4 & 5, 2000

HARE SCRAMBLE-FTR
Gatorback Gainesville, FL
Feb. 26 & 27, 2000

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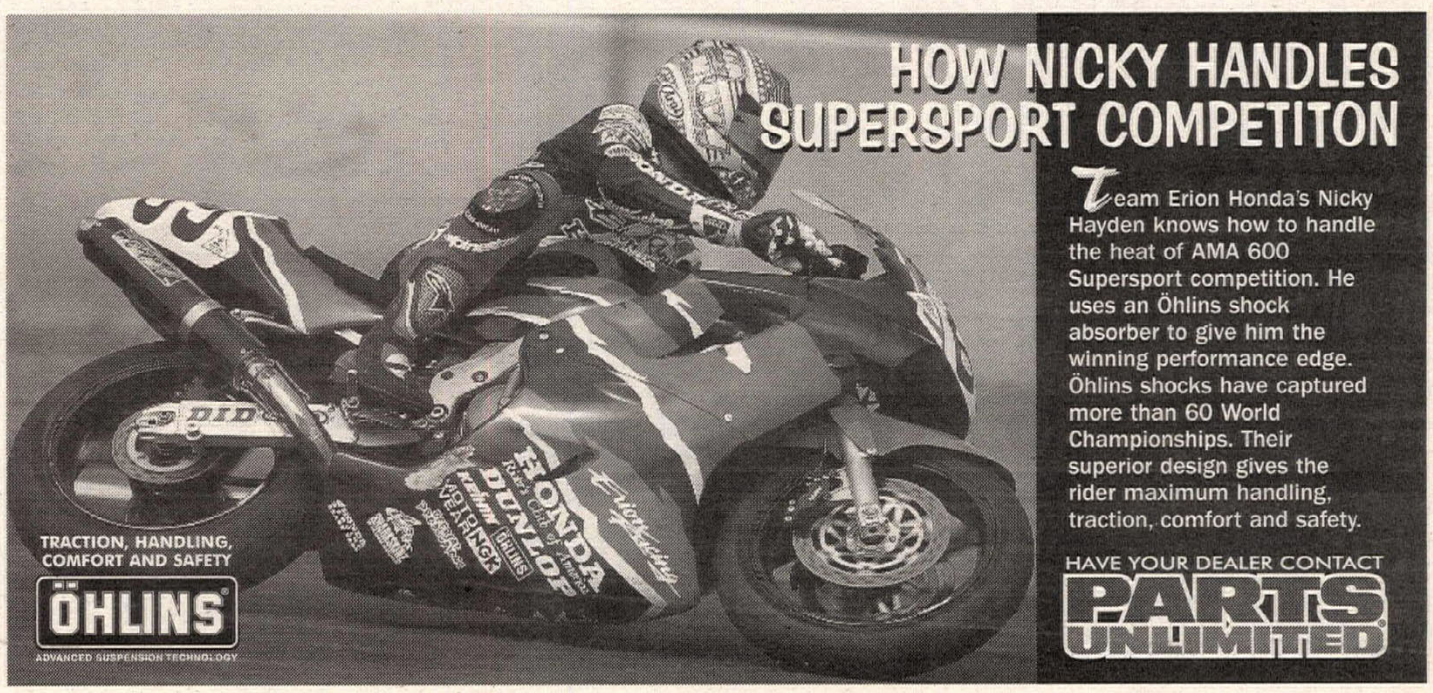
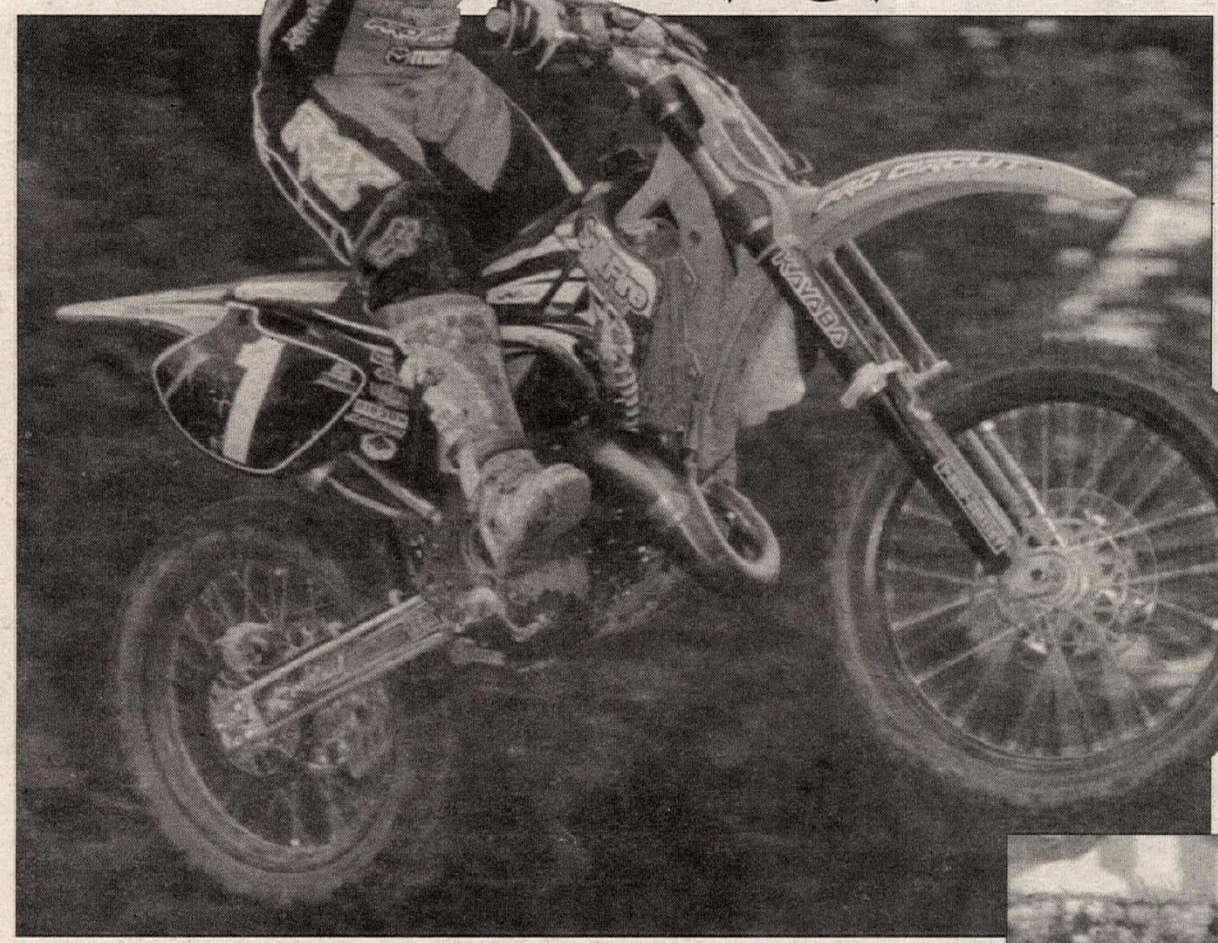


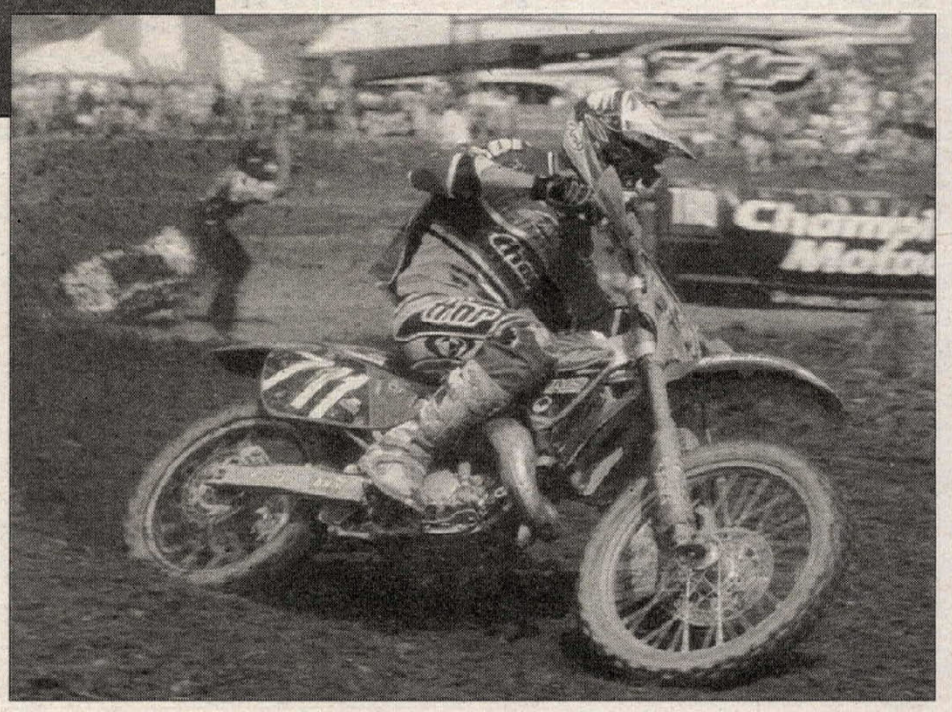
Round 11: Broome-Tioga Sports Center

AMA/MAZDA TRUCKS NATIONAL CHAMPIONSHIP 125cc MX SERIES

R.C. makes three



(Left) SplitFire/Pro Circuit/1-800-Collect/Fox-backed Ricky Carmichael wrapped up his third consecutive 125cc National Motocross Championship by posting two moto wins.
(Below) Tyson Vohland was back to his old self at the Broome-Tioga Sports Center, finishing second overall on his FMF/Honda CR125 with a 2-3 moto tally. Vohland trails teammate Brock Sellards in the point race by 27 points.



By Dave Deringer
Photos by Karl Ockert

BINGHAMTON, NY, AUG 29

On a beautiful day in front of 16,000 spectators, 19-year-old Floridian Ricky Carmichael did exactly what he wanted to do for the day, win both motos and wrap up the 1999 125cc National Championship. Aboard a Chad Watts-tuned SplitFire/Pro Circuit/1-800-Collect/Fox-backed factory Kawasaki KX125, Carmichael rode to a perfect 1-1 moto score enroute to his eighth overall victory of the year and his third consecutive 125cc National Championship title at round 11 of the Mazda Trucks 125cc National Motocross series at Broome-Tioga.

Carmichael became only the fourth rider in history to win three consecutive 125cc titles joining Mark Barnett, Broc Glover and Tony Distefano in the history books. With the overall win, he moved to just one win short of tying Barnett's all-time win record of 25 overall wins. Carmichael will be looking to tie that record next week at Steel City.

"I'm happy," Carmichael said of another record day. "I've had a great 125cc career with Kawasaki and it's a bummer that I couldn't break Mark Barnett's record. He actually called me this week and said that he would have been bummed if I beat him but he would have been happy to see me right next to him." When asked if this was the best feeling of his career, Carmichael had a surprising reply. "Actually, the first championship was the best because it wasn't really expected, but don't get me wrong, I'm pumped."

Only needing three points on the day to wrap up the championship, Carmichael smoked his competitors in moto one and received his number one plate from the AMA's Duke Finch in the winners circle. The happy but not completely satisfied Carmichael came out swinging again in the second moto, grabbing the early lead and checking out for the win.

"I'm glad I got the championship out of the way in the first moto," Carmichael said at the end of the day. "That way I went into the second moto just wanting to win the race and take the overall. I'm really pumped on the championship, but I'm actually more happy that I won the overall. Lately my starts have been killing me, but I got them today."

Second overall on the day went to the recovering and resurgent Tallon Vohland. The FMF/Thor/909/Dunlop-sponsored Honda-rider took his potent CR125 to a 2-3 ride and is looking like the Vohland we all knew before his nasty crash at Unadilla back in July.

"I got to train about four or five days before this race and I'm starting to feel like myself," Vohland said of the event. "I'm happy with my result today and I really tried to win here today, but I really want to show them next week. I need to work on my starts too. It's really hard to win when you start out in tenth."

Yamaha of Troy/Sinisalo/Renthal's Stephane Roncada rode to another strong podium finish of third overall on the day after finishing sixth in the first moto and charging to a strong second place ride the second time out. An impressive late season charge by Roncada has moved the likable Frenchman up to seventh in points with one round to go.

"It was too bad that I crashed in the second turn during the first moto," Roncada said. "I really put it in hard during the second moto and was going for it but made some mistakes and decided to keep it cool and get second place."

Carmichael's SplitFire/Pro Circuit/Kawasaki teammate Nathan Ramsey rode to a fourth overall with a consistent 4-4 showing. The 1999 125cc Western Regional Supercross champion proved that he has what it takes outdoors as well, and that he may be a big factor in the Y2K 125cc outdoor series.

"I felt pretty good today but just couldn't find that little bit extra that would take me to the front," said Ramsey. "I mean fourth is good, but there are three spots that are better."

Menifee, California's David Pingree had a decent day after finishing an impressive third in moto one. A less-than-stellar ninth in moto two relegated the Primal Impulse/Bill's Pipes/Shift-supported Suzuki-rider to fifth overall, but none-the-less he was pleased with his performance.

"I had two great starts today because my Suzuki is working great," Pingree said. "I ran into Danny Smith in the second moto and dropped a bunch of positions, but fifth overall is okay."

Sixth overall went to the Planet Honda/Pro Grip/Michelin-backed Jason McCormick. A confidence-building moto win several weeks ago at the Washougal national has the Washington state native riding better than ever, and his consistent 5-6 showing proves just that.

FMF/Honda's Brock Sellards rode to a seventh place finish after injuring his shoulder one week earlier at a race also in New York. Sellards finished seventh the first time out after going down while running fifth, then crossed the line in fifth in the second moto. Sellards was the only rider capable of dethroning Carmichael from the championship coming into Binghamton, but the cards were not dealt his way, and he will go into the final round of the series next week battling for second-place honors.

"My shoulder was sore out there and then I went down in that first moto," Sellards commented. "That sure didn't help either, but I just didn't feel that great today."

Eighth overall went to SplitFire/Pro Circuit/Kawasaki's Nick Wey. Coming off a big overall win two weeks earlier at Millville, Wey rode to two quiet moto finishes of eight and seven. The easy-going Michigan-native was seen icing a sore wrist between motos.

Yamaha of Troy's Casey Johnson finished ninth overall (9-8), and Center Valley, Pennsylvania's David Kratz took his Montgomeryville Cycle/RRP/MSR-sponsored Yamaha to 10th overall and top 125cc privateer with a 12-10 ride. FMF's Chris Gosselaar, Yamaha of Troy's Ernesto Fonseca, F&S Suzki's Paul Currie, No Fear/Spy's Keith Johnson and Yamaha of Troy's Casey Lytle rounded out the top 15, respectively.

Since Carmichael wrapped up the championship, the battles are now for the positions behind him. Sellards holds down second with 381, while Vohland is closing and gunning for that position, with 354. Wey sits in fourth with 303, and Ramsey holds fifth with 270.

MOTO 1

It was MSR/Bel-Ray's Damien Plotts

who was credited with the $500 THQ holeshot award. As the riders rounded the sweeper though, Pingree and Carmichael were side by side. Carmichael took over the lead before the second turn and set sail.

Pingree, Ramsey, Vohland, Sellards and Motoworld of El Cajon's Andy Harrington settled into the next few positions as Carmichael began to pull away. Roncada and Casey Johnson tangled in the second turn and had to start their charge from the back of the pack.

Vohland kept his sights on the lightning, fast Carmichael as he was stretching his lead and made his move by Ramsey for third in the hills on lap three. Roncada had put on a nice charge and was up to 13th by lap four.

Vohland was closing in on Pingreee and a lap later he made a nice inside pass in a sweeping uphill corner for second place. As the two went at it, Carmichael gained even more distance and had a seven-second lead over Vohland at the 12-minute mark of the 30-minute-plus-two-lap moto.

Four laps later, Carmichael had doubled his lead to 14 seconds as Vohland held down second. Pingree stayed with Vohland as Ramsey rode in fourth. Sellards, McCormick, Lytle, Harrington, Fonseca and Wey freight-trained together for a few laps until Wey made his move.

Moto XXX's Travis Preston and Fonseca got together in a tight corner and both went down, letting Wey move by. Wey, who was riding a severely vibrating bike with a broken head-stay, eventually passed Harrington and Lytle to move up to seventh. Roncada followed in Wey's footsteps in eighth and was moving up fast as well.

With the two-lap board out, Carmichael backed a bit off the pace but still had a comfortable margin over Vohland. Roncada moved by Wey for seventh then passed Sellards, who went down on one of the rough downhills, for sixth.

Carmichael crossed the finish line two laps later with his fist in the air, knowing that he had just clinched his third consecutive 125cc National Championship. Vohland came next with Pingree, Ramsey, McCormick, Roncada, Sellards and Wey rounding out the top eight.

"The last couple of weeks had me nervous because a lot of things have been going wrong, but it felt real good to get that good start," Carmichael said from the team trailer. "The track was good and the weather is perfect. Three championships in a row, it feels good."

"I feel that I'm coming back to myself," Vohland said after the moto. "My arms kind of pumped up and I've got all these blisters on my hand. I just need to get off the line with Ricky better next moto."

Pingree's stellar start allowed the Suzuki rider to stay up front all moto long.

"I kind of rode in Ricky's pace and I stayed up there to the finish," Pingree said of his third-place ride. "I didn't get tired at all so that is a good sign too."

Ramsey was not all that happy with fourth. "I made a lot of mistakes out there and was losing a lot of ground in the back section. I'd get frustrated and then make some more mistakes, but I know what I've got to work on next moto."

MOTO 2

Coming off a strong third-place finish, Pingree nailed the start the second time out. Ramsey, Carmichael and Roncada moved into position quickly while Vohland, McCormick and Wey were back in 10th, 11th and 12th.

Ramsey passed Pingree halfway through the first lap and Carmichael motored by for second several turns later. Before the riders even completed the first lap, Carmichael nudged his way by Ramsey on the inside of a downhill off-camber corner for the lead.

Ramsey ended the first lap in second, followed by Pingree, Roncada, Casey Johnson, FMF/Honda's Danny Smith and Sellards.

Roncada moved by Pingree for third on the second lap setting his sights on Ramsey. Ramsey slid out in a fast sweeper later that lap and lost several positions as Roncada moved into second and then began to close in on Carmichael.

Roncada was the man on the move as he gained some ground on Carmichael. Johnson moved by Pingree and Ramsey and was in third while Pingree dropped from fourth to 11th in a matter of one lap. A lap later, Johnson went down in a corner and was repassed by several of his rivals.

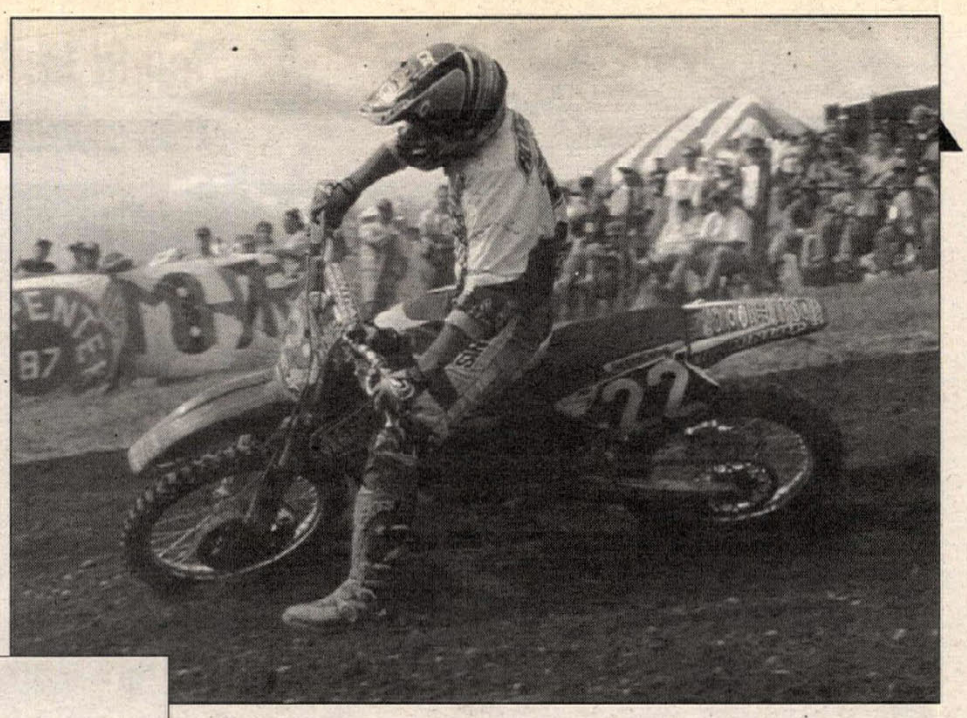
At the halfway point of the race it was Carmichael with a five-second lead over Roncada. Vohland was up to third after passing Ramsey, and Smith was up to fifth. Sellards and McCormick were going at it once again, while Wey and Johnson followed.

Carmichael dug a little deeper to get some more distance on Roncada, and he did so throughout the next few laps as the leaders got into lapped traffic. Vohland and Ramsey held third and fourth with Sellards now in fifth after getting by his teammate, Smith, who went down.

Carmichael cruised the final few laps and crossed for his second moto victory on the day. Roncada held strong to finish second, with Vohland and Ramsey coming in next.

"That was a fun moto," Carmichael said from the podium. "Stephane was riding good and we were clicking off some good lap times."

Roncada agreed.



(Above) As the series grows older, Yamaha of Troy's Stephane Roncada keeps getting hotter. The Frenchman chased down Carmichael in the second moto, finishing second. Combined with a so-so first moto, Roncada finished third overall.
(Left) Nailing two good starts, Nathan Ramsey raced to two fourth place finishes, earning fourth on the day.
(Below) David Pingree was near the front at the start of both motos, finishing a strong third in the first outing and ninth in the second. Pingree rounded out the top five when scores were tallied.

"I was riding good and was on his ass for half the moto but made a few mistakes and he pulled away." Roncada said. "It's pretty hard to catch him when he pulls away, so I backed it off a little."

Roncada was not the only rider on the track that has grown accustomed to finishing runner-up to Carmichael.

"I've got to get a holeshot next week," Vohland said, who finished third in the moto. "I haven't got a holeshot all year and that's got to be a big part of the race. I'm looking forward to battling RC and Chiodi, too." CN

Broome-Tioga Sports Center
Binghamton, New York
Results: August 29, 1999 (Round 11 of 12)

MOTO 1: 1. Ricky Carmichael (Kaw); 2. Tallon Vohland (Hon); 3. David Pingree (Suz); 4. Nathan Ramsey (Kaw); 5. Jason McCormick (Hon); 6. Stephane Roncada (Yam); 7. Brock Sellards (Hon); 8. Nick Wey (Kaw); 9. Casey Johnson (Yam); 10. Ernesto Fonseca (Yam); 11. Travis Preston (Suz); 12. David Kratz (Yam); 13. Casey Lytle (Yam); 14. Christopher Gosselaar (Hon); 15. Andy Harrington (Yam); 16. Isaiah Johnson (Yam); 17. Brad Hagseth (Hon); 18. Tony Lorusso (Suz); 19. Keith Johnson (Yam); 20. Ryan Clark (Kaw); 21. Barry Carsten (Suz); 22. Donovan Mitchell (Yam); 23. Joe Oehlhof (KTM); 24. Matt Shue (Suz); 25. Matt Maximoff (Kaw); 26. Carlo Coen (Yam); 27. James Povolny (Yam); 28. Kelly Smith (KTM); 29. Ryan Duff (Yam); 30. Jason Conlon (Hon); 31. Jeff Gibson (Kaw); 32. Chuck Mesley (Hon); 33. Johnny Onisko (Yam); 34. Mike Kann (Yam); 35. Damien Plotts (Yam); 36. Branden Jesseman (Suz); 37. Dustin Miller (Yam); 38. Danny Smith (Hon); 39. Matt Walker (Yam); 40. Paul Currie (Suz).

MOTO 2: 1. Ricky Carmichael (Kaw); 2. Stephane Roncada (Yam); 3. Tallon Vohland (Hon); 4. Nathan Ramsey (Kaw); 5. Brock Sellards (Hon); 6. Jason McCormick (Hon); 7. Nick Wey (Kaw); 8. Casey Johnson (Yam); 9. David Pingree (Suz); 10. David Kratz (Suz); 11. Paul Currie (Suz); 12. Christopher Gosselaar (Hon); 13. Keith Johnson (Yam); 14. Matt Walker (Yam); 15. Ryan Clark (Kaw); 16. Barry Carsten (Suz); 17. Matt Maximoff (Kaw); 18. Brad Hagseth (Hon); 19. Casey Lytle (Yam); 20. Tony Lorusso (Suz); 21. James Povolny (Yam); 22. Damien Plotts (Yam); 23. Jeff Gibson (Kaw); 24. Matt Shue (Suz); 25. Joe Oehlhof (KTM); 26. Andy Harrington (Yam); 27. Ryan Duff (Yam); 28. Carlo Coen (Yam); 29. Travis Preston (Suz); 30. Isaiah Johnson (Yam); 31. Ernesto Fonseca (Yam); 32. Dustin Miller (Yam); 33. Johnny Onisko (Yam); 34. Jason Conlon (Hon); 35. Chuck Mesley (Hon); 36. Danny Smith (Hon); 37. Mike Kann (Yam); 38. Kelly Smith (KTM); 39. Donovan Mitchell (Yam); 40. Branden Jesseman (Suz).

125 O/A: 1. Ricky Carmichael (Kaw); 2. Tallon Vohland (Hon); 3. Stephane Roncada (Yam); 4. Nathan Ramsey (Kaw); 5. David Pingree (Suz); 6. Jason McCormick (Hon); 7. Brock Sellards (Hon); 8. Nick Wey (Kaw); 9. Casey Johnson (Yam); 10. David Kratz (Yam); 11. Christopher Gosselaar (Hon); 12. Ernesto Fonseca (Yam); 13. Paul Currie (Suz); 14. Keith Johnson (Yam); 15. Casey Lytle (Yam); 16. Travis Preston (Suz); 17. Matt Walker (Yam); 18. Ryan Clark (Kaw); 19. Brad Hagseth (Hon); 20. Andy Harrington (Yam); 21. Barry Carsten (Suz); 22. Isaiah Johnson (Yam); 23. Matt Maximoff (Kaw); 24. Tony Lorusso (Suz).

AMA/ MAZDA TRUCKS NATIONAL C'SHIP 125cc MX SERIES POINT STANDINGS (After 11 of 12 rounds): 1. Ricky Carmichael (499/ 8 wins); 2. Brock Sellards (381/ 1); 3. Tallon Vohland (354/ 1); 4. Nick Wey (303/ 1); 5. Nathan Ramsey (270); 6. Michael Brandes (249); 7. Stephane Roncada (228); 8. Ernesto Fonseca (224); 9. Casey Johnson (202); 10. Casey Lytle (192); 11. Danny Smith (179); 12. Travis Peston (177); 13. Jason McCormick (170); 14. Buddy Antunez (137); 15. David Pingree (133); 16. Paul Currie (130); 17. Scott Sheak (106); 18. Matt Walker (102); 19. Kelly Smith (101); 20. Mike Craig (63).

Upcoming Round:
Round 12 - Delmont, Pennsylvania, September 5

Round 14: Missouri State Fairgrounds

AMA GRAND NATIONAL DIRT TRACK SERIES

Klassic King

By Dave Hoenig
Photos by Flat Trak Fotos

SEDALIA, MO, AUG. 28

Rich King is the hottest rider in the American Motorcyclist Association's Grand National Dirt Track Series. Right now, anyway.

The Corbin Racing/Harley-Davidson Cycle Center of Waterloo/SuperTrapp-backed Iowan tamed the slick, rough Missouri State Fairgrounds half-mile. King took command right from the start and easily outdistanced the field as he led every lap. King's lead at the end was nearly a full straight. Sound familiar? It should.

Long known as Mr. Consistency, the veteran has been on the podium in four consecutive races, with two firsts and two thirds. This win was King's third of the season, marking the most wins he has scored in a single year. And it came on a decidedly rough race track, the type of place where he excels.

"We put a new tire on for the main, and I knew it would take a couple of laps for it to work," King said. "I just spun around for a couple of laps, then tried to go fast and stay smooth. The bike was really hooked up, it just worked great."

The series has been plagued by wet weather for most of the year, but it was the central Missouri drought that led to problems tonight. Despite an abundance of water and chemicals poured onto the clay surface, the track broke up almost immediately and never produced the great surface of last year. The night's action produced numerous get-offs and two major multi-rider pileups. Brian Kromroy, Nate Wait and Jaime Aguilar all suffered leg injuries. Kromroy's appeared the most severe.

Once the Grand National took the green, the race went off without interruption.

"I wasn't sure about my lead," King said. "I tried to peek a couple of times. The walls make it sound like somebody is right behind you, on the outside. Finally, about the 10th lap, I looked over my right shoulder to see if anybody was there. I realized then I had a pretty good lead, and I just tried to stay smooth. That track was slick and rough. It was kind of hard to see the rough spots - they wheel-packed them down into the surface and you couldn't see where it went from dry slick to wet. It caught me off guard a couple times, but other than that, everything went really smooth."

There was some good action to entertain the crowd, estimated at 4000. Last week's winner, Nicky Hayden, worked his way up from sixth to take second from Geo Roeder II on lap nine. Like a shark that smells blood, the BF/LFA/Michigan Harley-Davidson Dealers-backed Hayden was looking for Grand National win number two.

"After winning last week, it's hard to come back and be happy with second, but from where I came from I'm happy," Hayden said.

Roeder had his Schaeffer's Harley-Davidson/Las Vegas Harley-Davidson/KK Supply-backed Harley in a safe third, but was joined by Joe Kopp around the halfway mark. Roeder and Kopp battled their way back up to catch Hayden in the closing laps.

"Once I got up into second, I actually thought I was closing a little bit," Hayden said. "I had a few problems and just started going a little bit easy. With about two laps to go, I looked back and saw those guys right on me. I knew I had to pick it up or I wasn't going to be on the box. That last lap, I just put my head down."

Roeder slipped in his attempt for second, but was able to hold on to third.

"I started going into the turns higher, then dropping down to the bottom in the middle of the corner, and it seemed to be working better," Roeder said. "I could see I was catching him (Hayden). I knew that last lap was going to be a struggle. I got in a little bit too hot. If I would have taken it a little bit easier and used that same line, I might have had something for him. I don't know, hindsight is 20/20."

(Above) Rich King (80) grabbed the holeshot and left the rest of the field behind in a hurry to claim his third win of the season at the Missouri State Fairgrounds.
(Left) King and tuner Sam Wessley go for the victory ride.

Bryan Bigelow was not able to take full advantage of a very good start. After running second for a couple of laps, the 1998 Rookie of the Year slipped to fifth. Dave Burks Motorsports/Harley-Davidson of Missouri's Joe Kopp was the last to pass Bigelow, but was not able to improve upon his fourth-place position.

"I couldn't get by Bigelow," Kopp said. "It took me eight or 10 laps, it seemed like, to get around Bryan. He was kind of holding me up, and I could see Geo and Nicky getting away. I knew I had a good line to catch them if I could get free of Bryan. I finally got by and caught up to George fairly quick. I caught him with about five laps to go, and just had to wait for him to make a mistake. He made a couple, but I guess I wasn't in the right place at the right time."

Kopp was forced to take a front-row seat to watch Roeder's charge.

"That last lap, coming out of turn two, he got sideways and got up a little high," Kopp said. "He just grabbed a handful and headed for the groove. I didn't feel like crashing on the white-flag lap. It was going to be close and I didn't want to take that much of a chance. I kind of backed out of that deal."

Bigelow had his USC Racing/Lancaster Harley-Davidson/Marshall Distributing Harley in a top-five finish for the fourth time this year. Bigelow did receive a little late-race pressure from Scott Parker, as the defending Grand National Champion made his first ride since his Peoria get-off. "I got a good start, then I kind of worked my way back to fifth," Bigelow said. "I thought we were going good all night, but it just

got pretty rough and it was hard to find a smooth line. I'd have it going one lap, then the next time, not, there was such a fine line. I guess I should be happy to get out of here with fifth. It's frustrating getting up there and running up front for a few laps, then watching those guys go around. You're kind of helpless. That was as fast as I was going to go. I just couldn't find a good line and get smooth and get a good rhythm. The last few laps were better, after I got some pressure from Scott. All in all, another top-five finish is a good night. It's time to go to bed."

Parker took his Harley-Davidson Motor Company/AGV/Fick Excavating Harley to a solid sixth over current points leader Chris Carr, who is another of the walking wounded after his Hagerstown spill. The series points leader's evening performance could best be described as tentative.

"Well, I survived," Carr said. "I was comfortable at the end of the race. I found a line, and I was running lap times that were equal to what King was running early in the race," the Harley-Davidson of Sacramento/Phoenix Racing/Big Valley Ford-backed Carr said. "It just took me too long to get going. When you have a track that is as tricky as this one, it's really hard."

Polesitter Will Davis finished a disappointing eighth on his Eaken Racing/Rod Lake/Racing for Kids' Harley.

"I pretty much just got a bad start," Davis said. "I thought I'd be able to pass them using that line in turn three that I had used in my heat race. The harder I tried the worse that deal got. I almost crashed down there once and got up into the hay bales. I had to give up on that and go back to the bottom. By that time, I was a ways back."

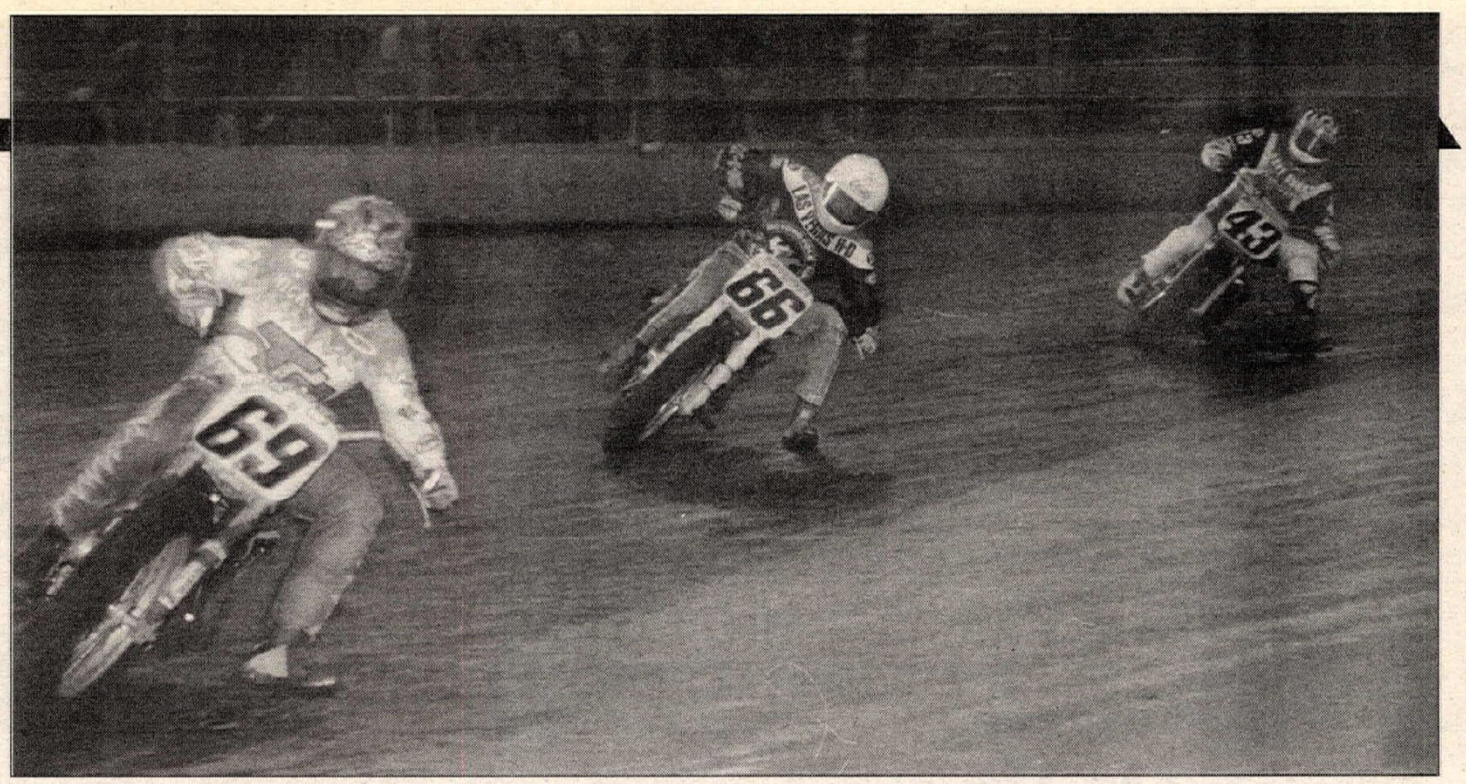
HEATS

Kevin Varnes got the holeshot in the first heat, over King and Willie McCoy. It was short-lived, as King rocketed into the lead and pulled to an easy win. Saddlemen/Lancaster Harley-Davidson/Dodge Brothers backed Varnes was a safe second, but McCoy was having problems, as he was joined by Paul Morgan III and Steve Beattie, with Beattie moving his Stylemaster Custom Motorcycles-sponsored Harley into third by the seventh lap, leaving McCoy and Morgan one more chance in the semis.

The second heat was quite a mix of veterans and young lions. Bigelow led Paul Bergstrom, Jay Springsteen, Hayden and Terry Poovey into the first turn. Hayden charged around Springsteen into second and badgered Bigelow the rest of the race. Bigelow held fast to the narrow groove while Hayden tried to ride the marginal cushion. The youngsters banged away the entire 10 laps, with Bigelow coming away with the win. Bartels' Harley-Davidson/Real McCoy's Springsteen was content to take the last direct transfer.

Aguilar led heat three into the first turn, with Kopp and Brett Landes right behind him. When the pack hit turn three, Davis went high and passed everyone except Kopp, who now held the lead. One lap later, Davis was on top and pulling away to what would be the fastest heat of the night. Kopp settled into second, while Carr worked his way up from a back-row start to take a distant third. Dan Stanley and Landes were semi bound.

Mike Hacker held the early lead in the last heat, but soon gave it up to the flying Roeder. As Roeder pulled away, Hacker settled into second. Dale Jenneman, Parker, J.R. Schnabel and Steve Morehead were all shooting for third.



Last week's winner, Nicky Hayden (69), was stout again this week, coming from behind to post a fantastic second-place finish. Geo Roeder II (66) finished third on another non-cushion track, while Joe Kopp (43) was fourth.

Around the halfway point, Jenneman's Harley went on one cylinder, and he dropped from contention. Parker and Schnabel fought for a couple of laps before Parker moved away and caught Hacker. Parker was able to drop Hacker to third on lap eight, but Hacker's problems were not over. Team Powell/Sunoco/MSR-backed Schnabel was able to make a last-lap, last-turn pass for third.

HARLEY-DAVIDSON SPORTSTER PERFORMANCE SERIES

For the first time in many weeks, the AMA was able to follow the regular program order with the Harley-Davidson Sportster Performance Series National running before the Grand National semis. Three heats were used to pare the 29 rider field down to 17 riders for the main.

The first heat went to fast qualifier Nate Wait. The Modesto Harley-Davidson-backed Wait took the lead from Scott Scherb and pulled off the win in the fastest of the three heats. Paul Morgan III, Kyle Long, Scherb and Rob Miller were locked in a tight pack for second. Miller fell in turn one but was up quickly, and the race continued. Long moved to second, over Morgan, while Joe Duvall outdueled Donnie Steward for fourth. Tom McGrane took the last transfer spot.

Brian Thomas put his Jim Wagner/Widman Harley-Davidson-backed Sportster in front of the second heat and easily took the win. The race for second was tight with Al Eadie, Willie McCoy, Michelle DiSalvo and James Hart in the hunt. DiSalvo came away with second, over McCoy, Eadie and Hart. Gary Rogers held on for the last transfer.

Yuhiko Hirao led the last heat, over Brian Kromroy, Roger Lee Hayden and Billy Martin. Martin moved into third, and as Hayden attempted to repass, he fell in turn three.

The red flag came out and a single-file restart was called for. Skip Fordyce Harley-Davidson's Martin moved ahead of Hirao and Paul Bergstrom when the racing resumed. Bergstrom held second for a short time before giving way to Shaun Russell. Bergstrom held on to third over Kromroy and a fading Hirao.

Martin quickly took command of the main, with Wait a short distance back. Shaun Russell moved into second on lap three and closed on Martin. Russell was attempting to use a high line to challenge Martin when he fell in turn two at the start of lap six.

After a short pause for the red flag, the race was restarted. Martin once again took the point, with Wait hot after him. As the field thundered out of turn four to the green flag, Wait spun down, and by the time the dust settled, eight riders were on the ground. Wait, McCoy, Hart, Kromroy, Donnie Steward, Brian Thomas, Rogers and Russell were all down. Wait and Kromroy both had to be transported to the hospital, forcing a delay in the program. In all, five of the riders would be unable to make the restart.

When the action did resume, Martin was up to the task.

"I wanted to finish it on the race track," Martin said after taking the win. "This has been a long time coming, and I didn't want anybody to be able to say I won it because it was short. I knew if I got up front and made them ride around me, it would make it twice as hard for them. I felt I could set a pace that was comparable to just about anyone out there."

Modesto Harley-Davidson/Don Reeve Trucking's DiSalvo held second early, but gave way to a charging Russell. The Miller Electric/Bartels Harley-Davidson-backed Russell got up off the ground twice to finish second. Morgan and Bergstrom rounded out the top five, with points leader McCoy taking sixth.

SEMIS

Brent Armbruster led the first eight-lap semi, but was quickly set back by Morehead and Morgan. The KK Supply/F&S Harley-Davidson-backed Morehead held a small lead, but that lead evaporated as Jess Roeder and Dan Stanley caught him. Stanley shook free of Roeder and pushed his Gardner Racing/Springfield Armory/Walters Brothers Harley-Davidson-backed Harley into the lead for a couple of laps.

Morehead had one gasp left and edged Stanley at the line; both were headed into the main, while Jess Roeder and Mike Varnes would have to settle for top semi money.

Landes pushed his Honda to the front of semi two with Aguilar and McCoy tucked in right behind. As Landes started lap two, he apparently lost an oil line. With his tires well oiled, he fell going into turn one. Just as quickly, all eight riders who had started the race were down in a pile in the first turn. Aguilar's bike spectacularly cartwheeled out of the track. After at first refusing a trip to the hospital, Aguilar relented and went in.

The well-oiled track took considerable time to clean up. Eventually the grader had to be brought out and the top, oiled layer of the track had to be removed. Only five riders would be able to make the restart.

Despite going through two large multi-rider pile ups, McCoy grabbed the lead on the restart. Garth Bastian and Jenneman were giving chase. Harley-Davidson Central/Frontier Harley-Davidson's Jenneman took the lead and held off the Harley-Davidson of Dallas/Eagle Security-backed McCoy to the end. Garth Bastian and Shawn Clark rounded out the finishers.

Billy Martin led Shaun Russell and Terry Poovey into turn one of the last semi, but Russell hit the ground once again and the race was red-flagged. Martin repeated his holeshot, and he held Poovey and Hacker off until the halfway point, when Poovey was able to work his USC Racing/Arai/Hap Jones-backed Honda into the lead.

Martin had his hands full trying to hold Hacker in third, and the 1-800-FASTHOG/Moroney's Harley-Davidson-backed Hacker was able to force his way around on the next to last lap. His blitz carried him right to the rear of Poovey, and both were headed to the Grand National. Martin would have to be satisfied with his Sportster win.

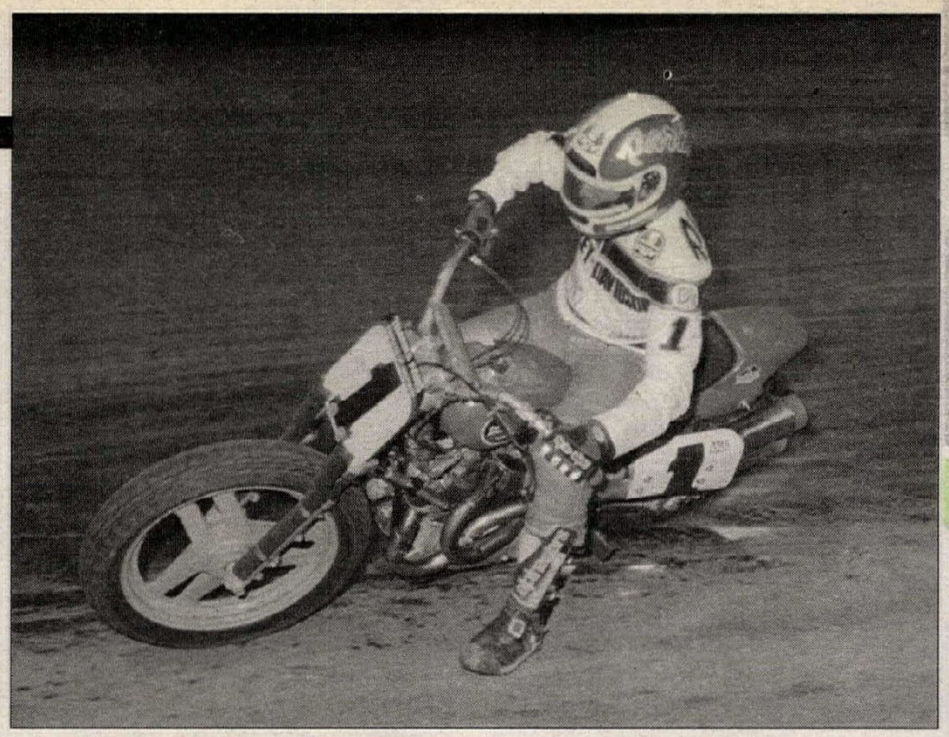
GRAND NATIONAL

King got the holeshot, and suddenly everyone else was racing for second. Bigelow held it temporarily, but gave it up to Roeder on lap three. Hayden dropped Bigelow to fourth one lap later. Davis held fourth early but started to slip back quickly.

"That line in turn three was still there to some degree, but every time I'd go around somebody and try to cut down, there would be a pack of them there, and I didn't have anywhere to go," Davis said. "It's pathetic. We had fast heat, and were going good all day. That's the way it's been all year. It's killing me, I know that. Maybe if we can't win a half-mile we'll just have to win a mile next week. That would break this up."

Davis would end up eighth, while Carr motored around in the middle of the pack, moving from ninth to seventh at the end.

"They had to go out and cut the track here and there," Carr said. "The race track I rode in the main event was quite a bit different than the one I rode in my heat race. I just took too long to get dialed in; once I got dialed in my lap times were okay. They weren't spectacular, they weren't leaps and bounds better than anybody else. We did all right. We survived. We'll go on to Springfield, and we know we'll have a better track there."



(Left) Bryan Bigelow put in another consistent ride, finishing fifth.
(Above) Scott Parker was back after missing a race due to his injured shoulder and hand. The reigning series champion admittedly took it easy, and finished seventh.
(Below) Billy Martin (74) scored the first National dirt track win of his career when he led every lap to claim the Harley-Davidson Sportster Performance main event.

Hayden made the most progress, as he moved up from a sixth on the first lap.

"Considering I started from the second row and stuff, I'm not too disappointed," Hayden said. "We got faster and faster all night. I've really got to thank T.C. and Davey for getting the bike to work so much better. Rich was definitely on it. These are his kind of tracks. He's got them pretty well dialed. All in all, I guess I'm satisfied."

With five laps to go, Morehead, Beattie and Kevin Varnes were fighting over ninth. Morehead would prevail.

"We just got a bad start and got stuck in the back, (and) we had to work our way up to ninth," Morehead said. "The motorcycle was absolutely perfect. We passed the people we caught, but the rest were gone. "I tried the high line early on, but I couldn't make it work. I was just riding as tight on the bottom as I could. I think the guys used their head a little bit more, used a little more finesse. We were just hugging the inside of the race track, pole putting around. These races like this, everyone gets strung out and you're not that much faster than the next guy. The start is everything, you've got to be on the front row. It's like the Daytona short track."

Kevin Varnes' front-row start went for naught, and he had to fight his way back up to a 10th-place finish.

"I got a bad start, and then I just didn't charge hard enough the first few laps," Varnes said. "Everybody just got away from me. I started getting my rhythm after everybody got spread out," said Varnes. "We got faster as the race went on, but it wasn't enough. I kind of got stuck on the outside and when we went into turn three I tried the high line. I hadn't tried it all night, so I didn't know how it was going to be. It just wasn't there, and a bunch of guys got underneath me. We just played follow the leader for a while, but then I got a little more confidence in the track." **CN**

State Fair Speedway
Sedalia, Missouri
Results: August 28, 1999 (Round 14 of 19)

HEAT 1 (10 laps; 11 riders, top three transfer): 1. Rich King (H-D); 2. Kevin Varnes (H-D); 3. Steve Beattie (H-D); 4. Willie McCoy (H-D); 5. Paul Morgan III (H-D); 6. Billy Martin (H-D); 7. Jason Sentell (H-D); 8. Brent Armbruster (H-D); 9. Bob Knapp (H-D); 10. Nate Wait (H-D); 11. Gary Rogers (H-D).
Time: 4 mins., 22.610 secs.

HEAT 2 (10 laps; 11 riders, top three transfer): 1. Bryan Bigelow (H-D); 2. Nicky Hayden (H-D); 3. Jay Springsteen (H-D); 4. Terry Poovey (Hon); 5. Shawn Clark (H-D); 6. Paul Bergstrom (H-D); 7. Victor McAnally (H-D); 8. Garth Bastian (H-D); 9. Eric Rickman (Hon); 10. Brian Kromroy (H-D); 11. Robert Miller (H-D).
Time: 4 mins., 23.379 secs.

HEAT 3 (10 laps; 10 riders, top three transfer): 1. Will Davis (H-D); 2. Joe Kopp (H-D); 3. Chris Carr (H-D); 4. Dan Stanley (H-D); 5. Brett Landes (Hon); 6. Shaun Russell (H-D); 7. Jess Roeder (H-D); 8. Jaime Aguilar (H-D); 9. Steve Gill (H-D); 10. Mike Varnes (H-D).
Time: 4 mins., 21.346 secs.

HEAT 4 (10 laps; 10 riders, top three transfer): 1. Geo Roeder II (H-D); 2. Scott Parker (H-D); 3. J.R. Schnabel (H-D); 4. Mike Hacker (H-D); 5. Steve Morehead (H-D); 6. Ken Yoder Jr. (H-D); 7. Paul Lynch (H-D); 8. Brian Shirley Jr. (H-D); 9. Dale Jenneman (H-D); 10. Kyle Long (H-D).
Time: 4 mins., 23.032 secs

SEMI 1 (8 laps; 10 riders, top two transfer): 1. Steve Morehead (H-D); 2. Dan Stanley (H-D); 3. Jess Roeder (H-D); 4. Mike Varnes (H-D); 5. Paul Morgan II (H-D); 6. Paul Bergstrom (H-D); 7. Brian Shirley Jr. (H-D); 8. Brent Armbruster (H-D); 9. Eric Rickman (Hon); 10. Rob Miller (H-D).
Time: 3 mins., 34.345 secs.

SEMI 2 (8 laps; 10 riders, top two transfer): 1. Dale Jenneman (H-D); 2. Willie McCoy (H-D); 3. Garth Bastian (H-D); 4. Shawn Clark (H-D); 5. Jason Sentell (H-D); 6. Ken Yoder Jr. (H-D); 7. Jaime Aguilar (H-D); 8. Brett Landes (Hon); 9. Nate Wait (H-D); 10. Gary Rogers (H-D).
Time: 3 mins., 34.393 secs.

SEMI 3 (8 laps; 10 riders, top two transfer): 1. Terry Poovey (Hon); 2. Mike Hacker (H-D); 3. Billy Martin (H-D); 4. Paul Lynch (H-D); 5. Shaun Russell (H-D); 6. Victor McAnally (H-D); 7. Bob Knapp (H-D); 8. Steve Gill (H-D); 9. Kyle Long (H-D); 10. Brian Kromroy (H-D).
Time: 3 mins., 34.468 secs.

GRAND NATIONAL (25 laps; 18 riders): 1. Rich King (H-D); 2. Nicky Hayden (H-D); 3. Geo Roeder II (H-D); 4. Joe Kopp (H-D); 5. Bryan Bigelow (H-D); 6. Scott Parker (H-D); 7. Chris Carr (H-D); 8. Will Davis (H-D); 9. Steve Morehead (H-D); 10. Kevin Varnes (H-D); 11. Jay Springsteen (H-D); 12. Dan Stanley (H-D); 13. Mike Hacker (H-D); 14. Willie McCoy (H-D); 15. Steve Beattie (H-D); 16. Terry Poovey (H-D); 17. J.R. Schnabel (H-D); 18. Dale Jenneman (H-D).
Time: 10 mins., 52.048 secs.

AMA GRAND NATIONAL DIRT TRACK SERIES POINTS STANDINGS (After 14 of 19 rounds): 1. Chris Carr (241/4 wins); 2. Rich King (190/3); 3. Scott Parker (154/1); 4. Will Davis (145/2); 5. Joe Kopp (130); 6. Bryan Bigelow (129); 7. Geo Roeder II (128); 8. Jay Springsteen (115/1); 9. Kevin Atherton (107/1); 10. Kevin Varnes (100); 11. Nicky Hayden (97/1); 12. Steve Morehead (81); 13. Ken Coolbeth Jr. (75); 14. Mike Hacker (71); 15. Dan Butler (67); 16. Brett Landes (55); 17. J.R. Schnabel (54); 18. Dan Stanley (48); 19. (TIE) Terry Poovey/Steve Beattie (46).

HARLEY-DAVIDSON SPORTSTER PERFORMANCE NATIONAL (12 laps; 17 riders): 1. Billy Martin; 2. Shaun Russell; 3. Michelle DiSalvo; 4. Paul Morgan III; 5. Paul Bergstrom; 6. Willie McCoy; 7. Joe Duvall; 8. Yuhiko Hirao; 9. Gary Rogers; 10. Kyle Long; 11. Al Eadie; 12. Brian Thomas; 13. Donnie Steward; 14. James Hart; 15. Brian Kromroy; 16. Nate Wait; 17. Tom McGrane.
Time: None, due to red flags.

AMA HARLEY-DAVIDSON SPORTSTER PERFORMANCE SERIES POINTS STANDINGS (after 10 of 15 rounds): 1. Willie McCoy (145/3 wins); 2. Shaun Russell (130/1); 3. Gary Rogers (110/2); 4. Billy Martin (99/1); 5. Rob Miller (84); 6. Nate Wait (72); 7. Paul Bergstrom (71); 8. James Hart (65); 9. Brian Kromroy (59); 10. (TIE) Michelle DiSalvo/Paul Morgan III (49); 12. (TIE) Yuhiko Hirao/Tim Eades/Scott Stump (41); 15. Jess Roeder (39/1); 16. Joe Eades (36); 17. (TIE) George Richtmeyer/Al Eadie (26); 19. Jason Fletcher (24); 20. Joe Duvall (23).

Upcoming Rounds:
Round 15 - Springfield, Illinois, September 5
Round 16 - Dallas, Texas, September 11

BRIEFLY...

The win by **Rich King** was worth $4470, but he also cut 11 points from Chris Carr's point lead. Still well in command, Carr has a 51-point lead with five races remaining. King's Corbin Racing Team has jelled into a threat after starting the year with all-new Harley-Davidsons. "This last month or so, we've felt really comfortable. We show up and we've got an idea of where we should be on the gearing and know what kind of setup we should have on the motor and chassis," the former Honda rider said. "We're not totally green when we go to the race track. That makes it a lot easier on both of us (Sam Wessley). This was kind of like Sturgis. We didn't change much of anything all night, except change the gearing, because we were going faster as the night went on."

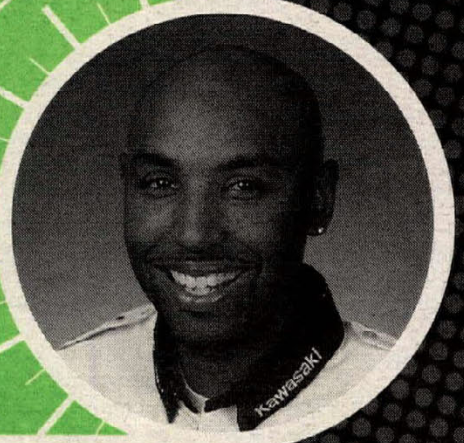
After sitting out one week, **Scott Parker** returned to action. "This is the first time in a long time that I went to the races with a whole different motivation," Parker said. "I felt that if I made the main, I'd be very happy. I just wanted to make the main event and take it easy, and that's what I did. Usually it's Come on, come on we've got to win. I just wanted to come and run some laps, loosen up my body a little bit. I took a hard fall, and I wanted to see what's going to be sore next week. I wanted to loosen it up, give it another week to heal and go from there. I made both my goals that I set for myself tonight. When we came here we had the intention that if there was one glitch or I didn't feel good, we were going to park the bike. Everything felt good all night long, so we went for it. I felt really good. My hand is sore now, and my shoulder is sore, but I knew that was going to be that way coming in. It would have been just as bad next week, and I would have had to ride the next day. This loosened me up, and I think I'll be a little better next week. Now I'm just going to get some sleep."

Before tonight, **Billy Martin** had never won a National. "I've never even led a lap before," the young Californian said. He picked the right night to win, as $400 in lap money was put up by Central Missouri HOG, Kirkwood Missouri HOG, Barboo's, Valley Harley-Davidson, Widman Harley-Davidson, Illinois HOG and Gateway HOG. Martin led every lap. "All week long I've been preparing for this, while I was driving my van, just thinking about what I was going to do this week," Martin said. "I watched the whole 'Rocky' series this week, just to get motivated. To get it into my head that I could do it. I needed to get it done, and it worked out finally. I owe it all to all the help I get from Skip Fordyce Harley-Davidson, Motul, K&N, Bieffe, White Brothers, Jim Kelley Racing, Joe Bisha, Springer, Mom and Dad, and Stephanie Darnell."

GADSON TAKES HIS 3RD STRAIGHT TITLE.

With two rounds to go in the 1999 season, Rickey Gadson and his Ninja® ZX-7R have already clinched the AMA Prostar Pro Superbike Championship. On his way to his 3rd straight championship, Rickey took five out of six rounds and built an insurmountable 337 point lead. Placing this year's title firmly in his hands.

But, Rickey wasn't the only racer pulling away from the pack. Team Green™ drag racer, Marty Ladwig advanced his lead in the 600 SuperSport series and set a new national Pro SuperSport E.T. record of 10.16. You see, it's one thing to blow the competition off the line but it's quite another to blow them off the map.



"I entered this round prepared to take the title."

Rickey Gadson
Team Kawasaki Drag Racing

RICKEY GADSON

TEAM KAWASAKI DRAG RACING

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Kawasaki MOTORSPORTS

Round 10: A-1 Ring

WORLD SUPERBIKE CHAMPIONSHIP

Splish-splash

Aaron Slight (111) got the jump on his teammate Colin Edwards II (5) and World Champion Carl Fogarty (1) at the start of the first World Superbike race in Austria.

By Gordon Ritchie
Photos by Gold & Goose

ZELTWEG, AUSTRIA, AUG. 29

If we thought that the Nurburgring races earlier in the year were going to offer up the most topsy-turvy pair of World Superbike results of the season, then we were wrong. Way wrong.

The atrocious weather that dogged most of the World Superbike race weekend in the tree-lined bowl of the A-1 ring played a huge part in the outcome of the day's brace of superbike races. But no one could have foreseen the carnage of fiberglass and metal that ensued in both races.

The much-criticized track surface at the A-1 Ring was the primary guilty party, according to most of the riders, and it claimed six riders in the fully wet second race and a whole 11 riders in the drying first race.

The result was two completely different podiums. The opener featured a podium of Colin Edwards II, Carl Fogarty and come-good-rookie Vittoriano Guareschi, while the second race's top three were Pier-Francesco Chili, Troy Corser and Aaron Slight. It was all the result of track conditions that - if not quite making things a lottery - certainly fouled the pavement enough to catch out even the most careful of men.

The main benefactor of all this was - astonishing as it seems - Fogarty, who increased his championship lead even more than he could have expected with a very fortunate second and fourth, while his main title rivals only managed one good result apiece.

Languishing behind privateers for much of the races, Fogarty's trademark determination and the crashing riders in front allowed him to increase his points advantage over Corser to 61 points, 363-302, with only three rounds and six races remaining.

"The last laps seemed to last about five minutes," Fogarty said. "I've got no complaints. I hate the wet, but I'm quite pleased with the way I rode. Colin (Edwards) made a good start, rode well and deserved his win. Once Aaron (Slight) and Troy (Corser) had fallen in the first race, I slowed right down because my tire was pretty shredded - then it started raining again! Turn one was especially bad today. Normally I go for the win no matter what, but in conditions like this I just go into win-the-championship mode. In the second race, I realized I was so far down I was only going to score a few points if I carried on that way - or lose a few points if I crashed - so I got my head down and started passing people."

Edwards, the man most favored to overhaul Fogarty, was well up to the task after a stunning race-one performance. He almost got the holeshot with his Castrol Honda teammate, Slight, then he got overhauled by Fogarty, Chili and Corser before eventually stretching out a massive lead of 20.964 seconds as all of the remaining top riders - except himself - backed it off a little to ensure they finished after all the others had crashed.

"I had been so used to seeing a lap board of 'Plus-0, Plus-1' and so on that when Aaron and Troy crashed at the end, and the guys changed my board to 'Plus-10' I never noticed the 1!"

The usual game of "tire lottery" was partly responsible for the multitude of position changes in the opening leg, but Edwards' charge to the win after running the last few laps on an intermediate front and a full slick rear were awesome to behold.

"I got kind of conned into using a full slick by Adrian, my chief technician," Edwards explained. "It worked pretty good except for at the end of the race when it started raining again. Troy came past me at one point, but there was no way I was going to let him beat me today."

Yamaha's Guareschi was another to take advantage, in the nicest possible way, of the others, misfortunes, but it would be unfair to say that this was all it took to deliver him his first podium of his superbike career.

"I can't believe it," the Italian said. "It hasn't sunk in yet. Luck was on my side in some ways, but I knew I rode a good race and concentrated to the end despite the crazy conditions. It was my first time on intermediates all season, but this seems to be a good track for me."

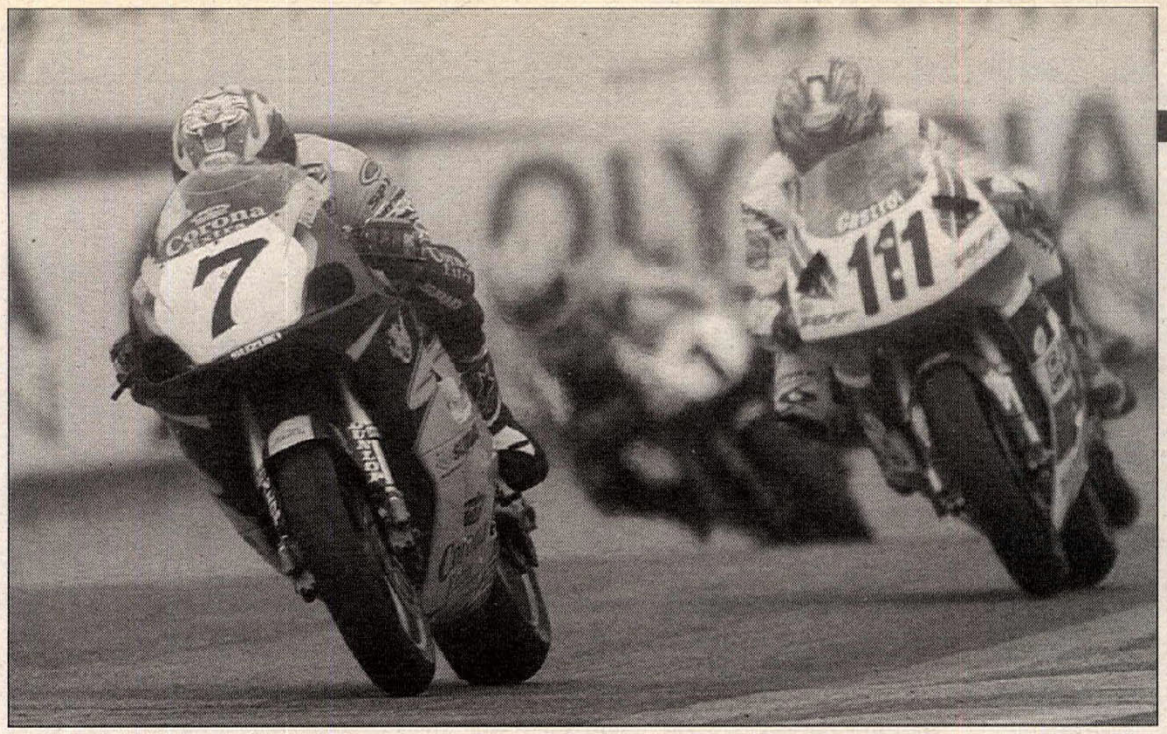
The second Italian of the day on the podium, Chili, may not have just delivered Suzuki their first World Superbike win in the Alstare era, but could have given them a double - had he not crashed while comfortably leading the opener.

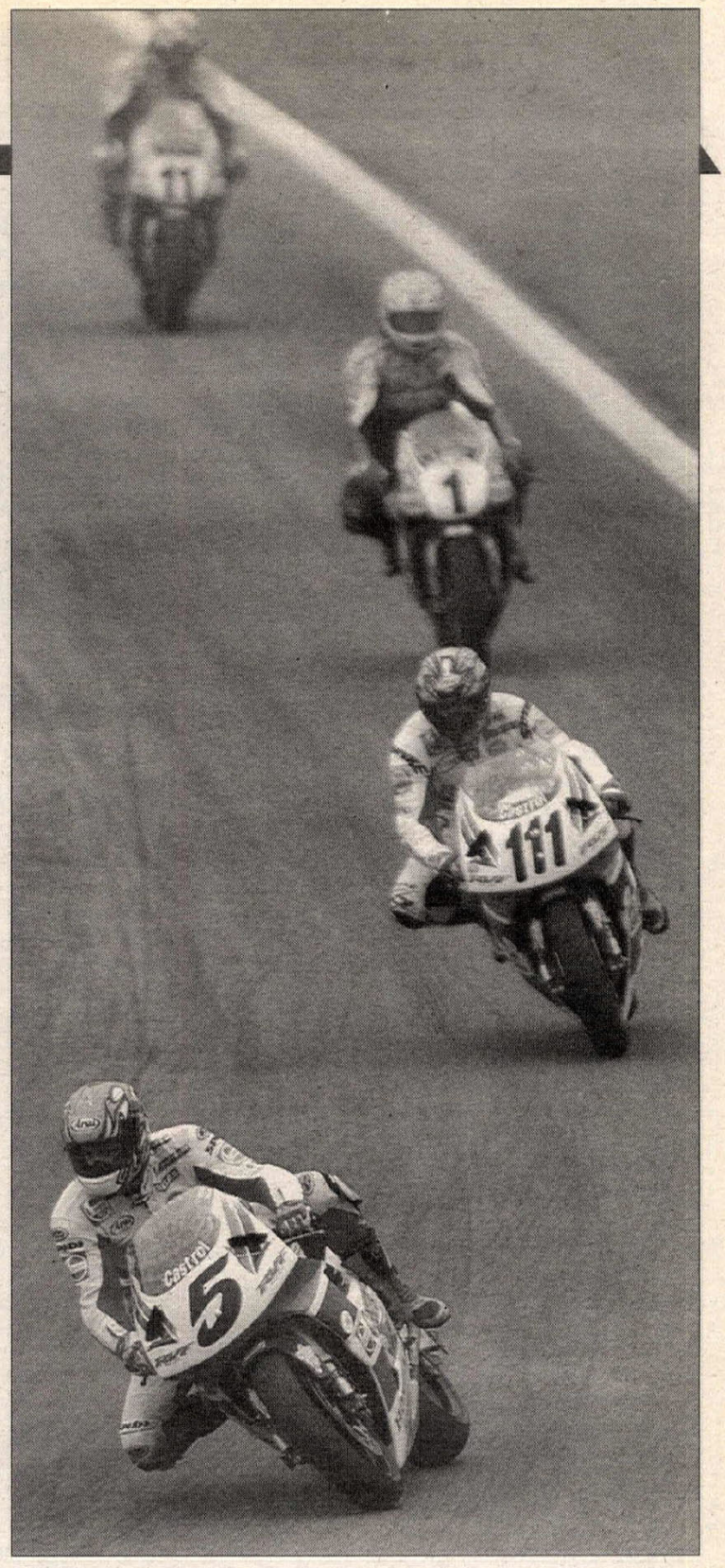
"Everybody was saying to me that I can win the races in the wet today, and I went out and crashed in the first one," Chili said. "A little mistake. I was two seconds a lap faster at one point, but for nothing. Between the first and second race, I stayed in the pitbox and kept out of the way. The second race was over after about 10 laps and all I had to do was concentrate on my lap times and not crash. I am very happy for the whole team."

A radically new wet Dunlop rear tire, with massive water channels running concentric to the tire's direction at the crown and with completely straight cuts from a third of the way into the sidewall helped Chili lap at a pace no one could stay with.

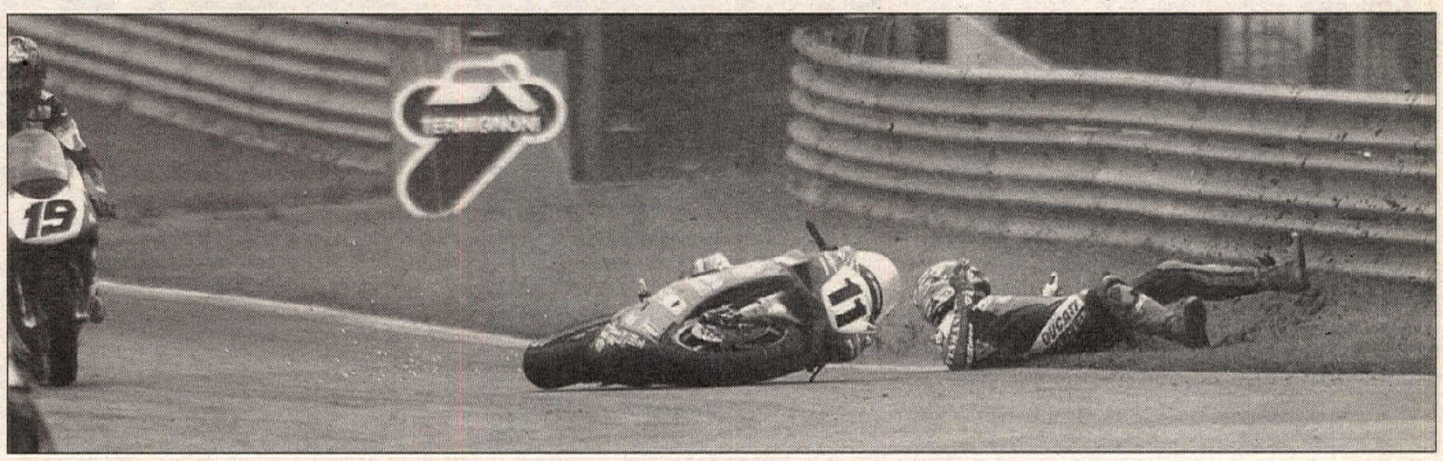
"The new rear Dunlop was very good, and I must say thanks to them for this tire," Chili said.

Edwards' earlier words about not letting Corser beat him were to come back to haunt him when he finished





(Above) Pier-Francesco Chili (7) worked his way around Slight (111) and into a dominating lead in the first race. Then he crashed. (Right) That left a four-way battle for the lead between Edwards (5), Slight (111), Fogarty (1) and Troy Corser (11). (Below) Corser, however, eliminated himself by crashing out - just half a lap after Slight had done the same thing.



eighth in the second race ("I just didn't feel comfortable at all. I don't know what we did in between, but it's history now."), and Corser ended up second after crashing spectacularly in the first.

"I needed a good result in the second race," Corser said. "There was no way I was going to catch Frankie (Chili) though. He's got webbed feet. In the wet he's just super-fast. The only thing we have to worry about going into Assen is tires, because we're about three or four compounds harder than the Hondas at each track, and we're still chewing them up."

The final podium finisher of the day was Slight, who, like Corser, was a first-race crasher in the wet conditions.

"That was my second crash of the day, after I went down in morning warm up," Slight said. "I actually fell because my visor misted up. I've never used my new helmet in the wet before so I'm annoyed to find this problem in race conditions. The second race I got a good start until I got passed by a couple of other riders. It was no problem because I knew I could get them today, even if my bike was a bit of a monster. It was wheel-spinning everywhere, hitting the rev-limiter in every gear because of the spin. I had hoped for better after two wins here last year, but I'll take the podium."

The attrition in race one was good news for the lightning starter Robert Ulm, who took fourth (and 11th in the second race). The Kawasaki privateer kept his nerve and his pace to give the home crowd a great treat in the otherwise miserable viewing conditions.

"I was obviously very happy to finish fourth at my home race," Ulm said. "The bike went well and it was just the result we have been looking for all year. In the second I got held back a little and ran off the track. I eventually fell over, but only because I was looking over my shoulder to check the track was clear to re-enter. The bike was okay to carry on, but that incident dropped me down a bit. I was happy to finish and take more points, especially as a lot of riders didn't finish both races today."

A disaster day for the Kawasaki works team had one shining rainbow, when Gregorio Lavilla showed his true talent to lead the second race convincingly for six laps, until he was overhauled by Chili, who was on a mission by this stage. A crash and restart in race one gave him fifth (and last works rider home!), but his chance of a seemingly sure-fire podium in race two was ruined when his visor misted up.

"I was very confident in the wet, so I am very disappointed to crash," Lavilla said. "I couldn't clear my visor from the beginning, and when I crashed I couldn't see the brake point. I'm so disappointed for the team."

His teammate Akira Yanagawa, knocked unconscious in a warm-up session crash, had a brain scan after the incident, but he was out of danger - though it's not known if he will be a starter at Assen next weekend.

Yamaha's Noriyuki Haga was a disappointment, double crashing his way in the difficult conditions, while Peter Goddard and the Aprilia squad had one crash (which dislocated Goddard's shoulder once again) preceded by a mechanical problem with the gearshifter which dropped them out of contention in the opener.

It was torture for some then, but for many of the privateer riders it was nothing short of a field day.

Brian Morrison was a brilliant sixth in the opener and a very cool 10th in the second, all of which will be a great preparation for the Bol d'Or in two weeks' time. With only 13 finishers in the first race, everyone got something, even those like Carlos Macias Perdomo, who was lapped three times.

The second race was marginally less favorable to the majority of the lesser lights, but two fantastic rides must not go unmentioned. Richard Kellenberger and Giovanni Bussei held off the attentions of no less a racing force than Fogarty for much of race two, with only a lack of fuel dropping Bussei down to sixth, with Kellenberger fifth.

Fogarty seemed to be the one who left the circuit in the best of moods, and given his position, who could deny him his pleasure?

RACE 1

If there has ever been a more dramatic and unpredictable World Superbike race than this one, not many have seen it. The wet but drying conditions that welcomed the riders onto the grid made for many a tire gamble. The eventual combination of Edwards, his Castrol Honda and his intermediate front and slick rear choice came out on top of a race with only 13 finishers from a starting line up of 29.

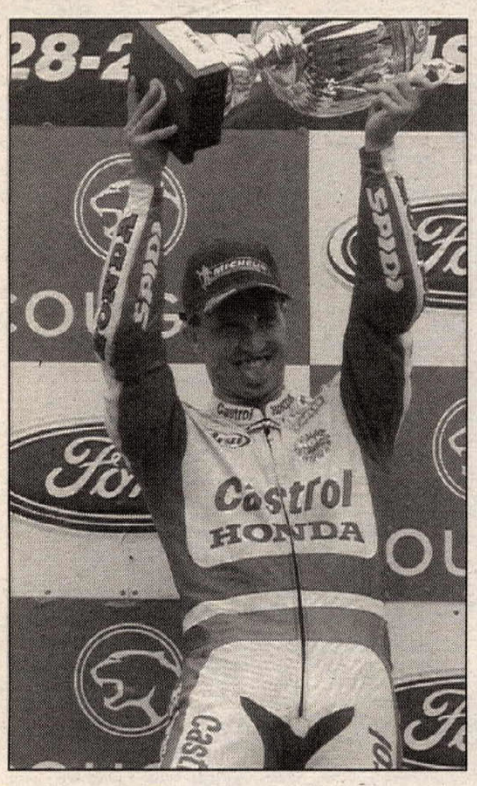
With both Edwards and Slight getting the holeshot over Fogarty and fired-up local rider Ulm, the early laps were fraught with potential crashes, but the first big name to go was Haga, exiting on lap two after losing the front while lying in sixth. By this time Slight had simply disappeared at the front, fully 3.783 seconds ahead of the chasing Fogarty and a slightly gapped Edwards.

Chili was the first man to mount a serious charge from the rear echelons, coming from 10th to fourth in three laps, dodging the wet patches and putting his vast racing experience to full use.

Corser waited until later to make his claim on the lead, but his lap-two double pass of Lavilla and Ulm was a mere portent of some even more incredible action to come later in the race.

The unfortunate Lavilla, Kawasaki's last hope after Yanagawa's accident ruled the Japanese rider out of the race, crashed on lap three, losing the front at the Güsser Curve big time and remounting in 20th place. His dedication to duty would be rewarded later after a fine carve through the field, but less fortunate was Aprilia's Peter Goddard who had pitted to repair his gearshifter, and finally retired after going out three laps in arrears.

With a race order of Slight, Fogarty, Edwards, Chili, Corser, Ulm and Guareschi, the charges were being made for the front and the back (or even the gravel traps) by most notably Chili and



(Left) Edwards won his fifth race of the year in the first leg. (Right) The second race saw Gregorio Lavilla (6) grab the lead. The Spaniard would later crash while holding down a certain podium finish.

Edwards, who were to successfully attack their respective prey of Corser and Fogarty with some speed by the end of lap four.

On lap five Carlos Macias Perdomo was lapped by Slight as the pack chasing him started eating into his advantage. On lap six, both Edwards and Chili moved by Fogarty, who had started to experience tire trouble. Having just taken Fogarty at the final corner of lap six, Chili eased his way by Edwards in turn one of lap seven and closed on Slight like he was a magnet.

Sweeping past in turn two on lap eight, Chili was away and clear in most people's eyes, while Igor Jerman would crash at the same corner on the same lap.

On lap nine, Goddard rejoined the fray temporarily with Chili drawing away at the rate of 1.4 seconds per lap.

Edwards was next to put a bike past Slight, but the tough little New Zealander was having none of it, barging past again, and gapping him a little almost instantly. Chili, wearer of lucky 7, crashed on the 13th lap, instantly demoting him to a short-term stretcher case as he crashed on the descent to the Power Horse curve. Maybe it was the sight of this, or maybe the mystery problem that Corser later reported to have cleared itself, but the Aussie whipped his Ducati to a greater pace and started hunting down Fogarty, finally passing him on the 15th lap. One lap later, Edwards had gained a final upper hand over Slight.

The four leading riders were a whopping 28 seconds ahead of Guareschi by lap 17, as the leading bunch set themselves up for a mammoth four-way scrap for the win. Corser's newfound speed was enough to take him to the lead on lap 21 as the rains (which had abated, leaving a dry line) descended with renewed vigor, drowning the track and eventually scuttling both Corser and Slight.

There was plenty of drama before that stage of proceedings, with Alessandro Gramigni getting in the way of Edwards and then Slight, and causing some sharp intakes of breath. With only 2.2 seconds covering the top four on the 20th lap of 25, Corser made his move, although his pass of both Castrol Hondas on the brakes at the entrance to turn one had an improvised air about it. Though on the outside of Slight, Corser nonchalantly whipped back to a tight line and took Edwards at the apex, powering his Ducati up the hill to become the leader of the race. But only for a single lap, as Edwards had got him on the straight and Slight nailed him on the brakes at Güsser Curve.

The podium positions looked set, but with the rain falling in ever-increasing quantities, the Gods were angry with Corser and Slight for some reason. First Slight fell off at the Güsser Curve, losing it on the brakes as he tried to stay with Edwards. Not half a lap later, Corser was also down, falling while braking at the same turn one where he had so audaciously passed both Hondas earlier.

With Fogarty way back by this time, Edwards could have slowed to a walk and still won, but he misread his pit board and thought there was still danger. His last couple of laps, running a rear slick in full-on rain, were amazing to behold, and there wasn't a single corner exit that the Texan was not sliding the tail out of, sometimes to the point of no return and back.

He kept it together soundly for another win to add to his Donington, Albacete and Brands Hatch successes, with Fogarty a whole 20 seconds back, relieved and delighted to be second.

Guareschi, having a very impressive ride to his first-ever World Supebike podium was cool throughout the race, bringing a smile to his team manager Davide Briovio's face that even Haga's double crashes could not wipe off.

RACE 2

Lavilla is not the first person we have

Briefly...

The main subjects of conversation for the non-German-speaking world at Austria were the interlinked problems of the weather and **track grip**. The weather varied between the ray of sunshine peeking through the clouds and full-on monsoon conditions, sometimes both on different parts of the circuit all at once. Carl Fogarty, as usual, was in the vanguard of those with definite opinions about the track itself. "When we rolled up here we thought this might be a good circuit to ride in the wet," he said. "But after going round it's like an ice rink." When questioned about his reputation as a poor wet-weather rider, Fogarty was contrite and bullish in equal measure: "I don't know where the limit is in the rain. In the dry, no problem, you can ride right to the limit, but not in the wet. I have had good results in the rain and all the other riders have had some bad results in the rain, but they don't forget my bad results."

Peter Goddard was among those who commented on the track condition at the A-1 Ring. "It's a great place, and the Aprilia is really fun to race around here, but there's a lot of dirt on the track and still some rubber from the F-1 race. You had to be really careful in the early laps."

Rumors that **Michelin** was running dual-compound tires in practice in Austria were denied by a company spokesman, although the thin telltale orange stripe down the center said otherwise. Spotted on the rear wheel of the works Ducati during untimed qualifying, the dual-compound model was subsequently swapped for a more conventional one for the rest of the sessions.

Akira Yanagawa was dealt a bitter blow at the A-1 Ring when a mild concussion suffered in a pre-race warm-up session crash deprived him of the chance to start what is almost a home race for the Eckl Kawasaki team. He was only one of several high-profile fallers, including Aaron Slight and Colin Edwards, to go down on Sunday morning. The wet track proved to be every bit as slippery on the third day of use as it did on the first.

In at least one regard, Ducati is lagging behind Honda once more, but not by much. Already moved into a plush new workshop facility near its existing base in Louth, **Castrol Honda** has beaten Ducati to the punch as Ducati will not be moving into its new facility for a few more weeks. Ducati's new workshop is being remodeled inside the existing base at the main factory headquarters.

Akira Yanagawa's fine third place in Superpole came after a **nasty-looking crash** in the untimed afternoon session on Saturday. Other than being knocked a little groggy by his impact with the ground, and scraping his fingers, the always-impressive Japanese rider still turned in a sterling wet Superpole performance.

The World Superbike paddock was somewhat subdued at the A-1 Ring after the news that one of the central figures in the modern Flammini Organization, **Duncan Farley**, SBK's commercial manager, was killed during a motorcycle race at Cadwell Park in England the weekend after the Brands Hatch round. Exact details are still under the scrutiny of the British authorities, but it is known that his death was caused by a collision with a medical car which had come onto the circuit while bikes were still circulating.

The German **Pro-Superbike Series** is no more after a big bust-up between the local racing federation, the DMSB, and the series rights holders Moto Motion. An argument about the money Moto Motion was pay to DMSB for the series led to an irrevocable breakdown in communication and a canceling of the final round of the championship, scheduled for the airfield circuit at Lahre, in the Rhine Valley, on the very weekend of the A-1 Ring race. Hence the appearance of Andy Meklau in the World Superbike paddock - at his home circuit after all. The DMSB has tried to schedule a race for the Assen World Superbike weekend to complete the championship with the regulation number of races, but now the championship goes to Christer Lindholm and Yamaha because it is believed that Moto Motion blocked the move by the threat of legal action. There was even talk that there would be no champion because the season did not run its full course. The contract between the two warring factions is supposed to run until 2002, but the present situation means no Pro-Superbike in Germany next season. With the resurgence of superbike racing in England and the United States, the German situation is difficult to fathom.

A partial knock-on effect of the Pro-Superbike was Yamaha Deutschland's announcement at the A-1 Ring that they will cease all road racing operations for 2000, including their brand-new-for-1999 World Supersport team, run by Udo Mark and featuring the impressive riding talents of **Jörg Teuchert** and **Christian Kellner**. It is understood that the financial implications of the unification of Yamaha Deutschland's administrative and parts divisions into one single building is being blamed for the shocking news, but the sums involved in funding both the German Pro-Superbike and Supersport teams are put at 2 million marks - a drop in that particular ocean. It is also understood that the news was something of a surprise to Yamaha Motor Europe's Motorsports division.

Pier-Francesco Chili used a new Dunlop rain tire to win the second leg of the Austrian round.

Andy Meklau, a former winner at the old Zeltweg circuit on a private Ducati, was racing on (almost literally) home ground at the A-1 ring. His house is 600 yards (his measurement) from the A-1 pit lane. He put the two-headed hydra of his intimate track knowledge and the sheer gradient-busting torque of his privateer Ducati to good use in qualifying, finishing third in general classification, and lining up fifth on the grid after Superpole.

Friday evening visitors to Ducati's incredibly plush hospitality unit in the paddock at A-1 were treated to the sight of **Michaela Fogarty**, wife of the World Champion, sticking a cocktail stick into the earlobe of Carl's longtime mechanic and friend, Anthony "Slick" Bass. Apparently Slick had dared Michaela to pierce it for him, and merely utilized the closest sharp object on hand. Visitors to the Ducati pit garage on Saturday morning were treated to the sight of Slick with no earring in his ear, only a liberal dose of antiseptic cream to treat the nasty infection he caught from Michaela's amateur body-piercing session.

It was a bad weekend for mechanics in Austria as one of Honda's chief technicians was involved in a freak road crash on the VFR800 the team had brought along for transport around the Austrian countryside. Similar to what happened to Masao Azuma at the Czech GP the weekend before, the hapless mechanic hit a deer. His many, relatively minor injuries and scrapes were mitigated by the fact that his rescuers took the **dead deer** back to the paddock - where proof that the main teams' rivalries are limited to the race track came from the fact that Yamaha's hospitality chef skinned the beast and Ducati's hospitality stored its carcass in their refrigerator. It was not expected to make an appearance on anyone's dinner plate until after Assen, as the meat is apparently best after left hanging for a few days.

The final timed qualifying session, held in drying conditions, saw

come to expect to see leading a race at the first corner, but there he was romping into turn one, followed by an even more unlikely duo of Giovanni Bussei and Goddard, who had come from the third and fifth rows, respectively.

The talented Spaniard looked well up for the fray as he sped into the near distance. Goddard's moment of glory in third place looked like the start of a great result for the Aprilia team, but then the Aussie locked the front a little on the entrance to Jochen Rindt Curve. He ran a little wide and finally crashed on the grass, popping out his frequently dislocated shoulder once again.

Bussei's turn in second lasted until the faster men - Slight, Haga, Chili, Ulm and Corser (and Guareschi now) - regained their composure, and Bussei had momentarily lost his, running off the track and recovering to join in eighth.

Lavilla's pace looked cool and controlled in one corner (of what was a fully wet second race) then suicidally fast in another. As Chili made his way rapidly and inexorably forward, Lavilla finally had to succumb on lap six. He then crashed out on lap eight, before he could come under too much pressure from Corser.

Ulm, passed by Guareschi on lap six, went off into the kitty litter on the same lap as Lavilla. He almost saved it, but his front wheel finally surrendered to the cloying gravel as he tried to regain the track at some speed. He remounted to finish 11th.

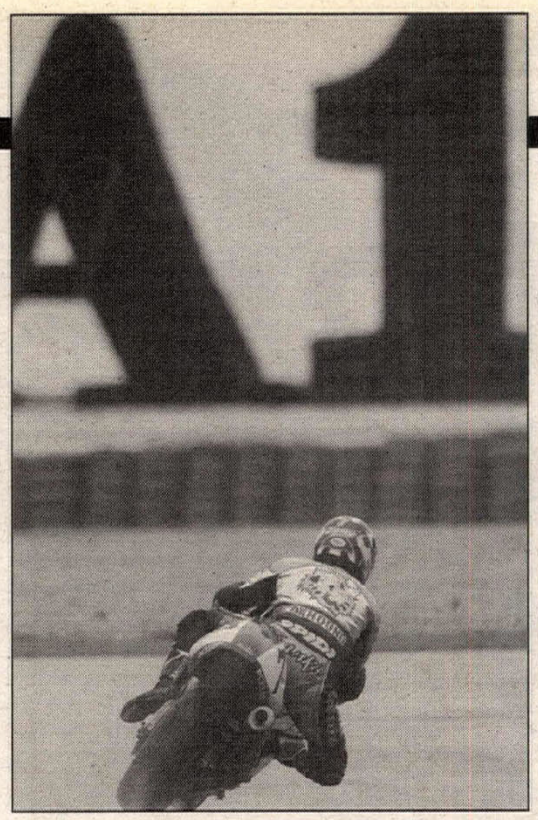
Haga, just behind Bussei, was next to take an excursion to oblivion when he lost the rear and low-sided. By this stage Chili was doing 1:49s on the sodden circuit, his secret weapon rear tire working well in the atrocious weather conditions.

The most impressive improvement of the race came from a privateer - Kellenberger. The German scythed through the rain and a world-class field to lead Fogarty until three laps from home, when the slow-starting Englishman threw caution to the wind and started matching Chili's pace at the front. Fifth was Kellenberger's rich reward.

Fogarty's inexorable drive to the front would see him overhaul the hapless Bussei when, lying in a well-deserved fourth, he dropped to sixth as his Alpha Technik Suzuki slowly started to run out of juice. Cruel, cruel fortune for the plucky Italian.

Then came the other crowd hero Andy Meklau, overcoming some problems for seventh, with Edwards a bitterly disappointed and dejected eighth.

Mauro Lucchiari and Brian Morrison took their Yamaha R7s to ninth and 10th and have the honor of being the only riders not to be lapped. Katsuaki Fujiwara became the last works man to crash out, on lap 23, making it a double no-score for the Japanese rider. **CN**



(Left) A Chili Sauce: the second race was all Chili as the Italian ran away from his pursuers to win easily.
(Above) Lavilla (6) holds off Corser prior to crashing. Corser ended up finishing second.

A-1 Ring
Zeltweg, Austria
Results: August 29, 1999 (Round 10 of 13)

SUPERBIKE QUALIFYING: 1. Colin Edwards (1:31.068); 2. Carl Fogarty (1:31.209); 3. Akira Yanagawa (1:31.477); 4. Aaron Slight (1:31.559); 5. Andy Meklau (1:31.727); 6. Pierfrancesco Chili (1:31.738); 7. Troy Corser (1:31.824); 8. Vittoriano Guareschi (1:31.983); 9. Gregorio Lavilla (1:32.137); 10. Noriuki Haga (1:32.197); 11. Katsuaki Fujiwara (1:32.510); 12. Robert Ulm (1:32.732); 13. Peter Goddard (1:32.813); 14. Lucio Pedercini (1:33.693); 15. Igor Jerman (1:34.276); 16. Frederic Protat (1:35.372); 17. Mauro Lucchiari (1:33.647); 18. Giovanni Bussei (1:33.831); 19. Brian Morrison (1:33.831); 20. Alex Gramigni (1:34.056); 21. Johan Wolfsteiner (1:34.849); 22. Lance Isaacs (1:36.021); 23. Roger Kellenberger (1:36.228); 24. C. Macias (1:37.054); 25. Jiri Mrkyvka (1:37.110); 26. Vladimir Karban (1:37.614); 27. Giuliano Sartoni (1:37.780); 28. Ali Guettouche (1:38.450); 29. Anton Rechberger (1:38.802); 30. Thierry Mulot (1:38.971).

RACE 1: 1. Colin Edwards (Hon); 2. Carl Fogarty (Duc); 3. Vittoriano Guareschi (Yam); 4. Robert Ulm (Kaw); 5. Gregorio Lavilla (Kaw); 6. Brian Morrison (Yam); 7. Mauro Lucchiari (Yam); 8. Alex Gramigni (Yam); 9. Frederic Protat (Duc); 10. Lucio Pedercini (Duc); 11. Jiri Mrkyvka (Duc); 12. Anton Rechberger (Suz); 13. C. Macias (Duc).
Time: 43 min., 03.055 sec.
Distance: 66.75 miles
Average Speed: 93.30 mph
Margin of Victory: 20.64 sec.
Fastest Lap: Carl Fogarty, 1:37.957/165.29 mph, Lap 9

RACE 2: 1. Pier-Francesco Chili (Suz); 2. Troy Corser (Duc); 3. Aaron Slight (Hon); 4.Carl Fogarty (Duc); 5. Roger Kellenberger (Hon); 6. Giovanni Bussei (Suz); 7. Andy Meklau (Duc); 8.Colin Edwards (Hon); 9. Mauro Lucchiari (Yam); 10. Brian Morrison (Yam); 11. Roger Ulm (Kaw); 12. Igor Jerman (Kaw); 13. Frederic Protat (Duc); 14. Vladimir Karban (Suz); 15. Lance Isaacs (Duc); 16. Anton Rechberger (Suz); 17. C. Macias (Duc).
Time: 46 min., 40.235 sec.
Distance: 66.75 miles
Average Speed: 86.064 mph
Margin of Victory: 17.746 sec.
Fastest Lap: Pier-Francesco Chili, 1:49.537/155.00 mph, lap 22

FIM WORLD SUPERBIKE CHAMPIONSHIP POINT STANDINGS (After 10 of 13 rounds): 1. Carl Fogarty (363/8 wins); 2. Troy Corser (302/2); 3. Colin Edwards (301/5); 4. Aaron Slight (252); 5. Akira Yanagawa (215); 6. Pier-Francesco Chili (185/1); 7. Noriuki Haga (144); 8. Gregorio Lavilla (120); 9. Katsuaki Fujiwara (96); 10. Vittoriano Guareschi (86); 11. Peter Goddard (76); 12. Andy Meklau (69); 13. Robert Ulm (54); 14. Ben Bostrum (45/1); 15. Dorio Romboni (44).

SUPERSPORT: 1. Jorg Teuchert (Yam); 2. Christian Kellner (Yam); 3. W. Zeelenberg (Yam); 4. Ian Macpherson (Kaw); 5. Piergiorgio Bontempi (Yam); 6. Werner Daemen (Yam); 7. Pere Riba (Hon); 8. Andre Gachino (Suz); 9. Mauro Sanchini (Suz); 10. Sebastien Charpentier (Hon); 11. Michael Wohner (Yam); 12. Michele Malatesta (Duc); 13. Larry Pegram (Duc); 14. Igor Antonelli (Yam); 15. Cristiano Migliorati (Suz); 16. Vittorio Iannuzzi (Yam); 17. Franz Haslinger (Yam).
Time: 44 min., 52.385 sec.
Distance: 61.41 miles
Average Speed: 82.35 mph
Margin of Victory: 8.992 sec.
Fastest Lap: Jörg Teuchert, 1:54.452/137.21 mph, lap 4

WORLD SUPERSPORT CHAMPIONSHIP POINT STANDINGS (After 10 of 12 rounds): 1. Stephane Chambon (126/2 wins); 2. Piergiorgio Bontempi (116/1); 3. Jorg Teuchert (89/2); 4. Christian Kellner (88); 5. Ian Macpherson (80/1); 6. Fabrizio Pirovano (74); 7. Wilco Zeelenberg (66/1); 8. Ruben Xaus (65/1); 9. William Costes (65); 10. Massimo Meregalli (53); 11. Cristiano Migliorati (52); 12. James Toseland (50); 13. Paolo Casoli (45); 14. Pere Riba (32); 15. J. Whitham (25/1).

what appeared to be a premature race developing between Carl Fogarty and Colin Edwards as the Ducati rider went to go past the American. What looked like a tussle for **psychological supremacy** was, according to Fogarty at least, merely a case of Edwards being unaware that Fogarty - or anyone - was behind him. "He never looked behind him at all, and he was just getting in my way." Fogarty looked to be perhaps on for a repeat of his Brands Hatch tire woes in the early portions of qualifying. In the first session on Friday morning he entered the pits after a few laps shaking his head and complaining about the almost complete lack of grip from his rear tire. Convinced it was shredded, he couldn't believe it was not only in one piece, but almost completely unmarked after its ordeal.

Jan Witteveen, Aprilia's racing boss, was an unexpected visitor at the A-1 Ring, paying a call on World Superbike boys on Saturday. He declared himself pleased with the development of the RSV project in some ways, and a little less so in others. "I feel very positive about the development of the RSV this year," he said. "With a new motorcycle it is always a challenge to make it fully competitive from the first race, but the base we have in the RSV is very good. A four-stroke engine may be new for Aprilia, but we are experienced with the chassis from all our successes in Grands Prix, and that helped us very much in our entrance to World Superbike. We know very well what it means to race. World Superbike is increasingly competitive, so it's necessary to compete against others to gauge how well you are doing. Now we have to work to make our development better than the other teams. We have to take the project to an even higher level." Asked if the Aprilia project would indeed swell to include a two-rider team for the 1999 season, he was a little more circumspect, fueling rumors about a reorganization and rationalization of Aprilia's racing operations in general. "We must see how the rest of the season goes before we decide what we will be doing next year."

Brian Morrison, a German Pro-Superbike and World Endurance regular, had a busy A-1 weekend - before it even started. "I was testing at Paul Ricard with the Yamaha Motor France guys on Thursday. I hopped on the bike after all the other guys had come in and said how great it felt. I did two or three laps and I felt like it was running-on in a couple of places, but I put it down to the differences between my Alpha-Teohnik bike and theirs. I wound it on full down the Mistral straight, left it late on the brakes, tipped it in, and as soon as I got to the apex the bike just folded the front. It turned out that it had a slow puncture, so that's why it felt weird and made me crash. Four laps or something and I had just crashed at the fastest corner of the track."

The **long gap** between Brands Hatch and Austria may or may not have had anything to do with the traditional Italian fondness for month-long holidays in August, but to a lot of people, the four-week gap, followed by three race weekends in a row, was a pain. "After Brands Hatch I was really fed up," Carl Fogarty said. "To hang around for four weeks felt like a long time. Still, maybe this weekend will be our turn because we've had two bad results in a row. The bike's still not 100 percent, but I'm worried about the problems we're having at the rear of the machine, but up till now it's been not too bad."

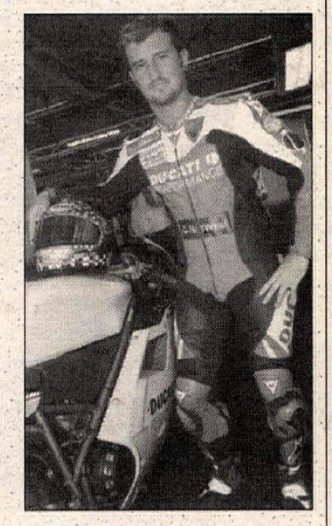
With the prospect of only eight races left to go in the run up to the Austrian race, Fogarty believes it will be **Colin Edwards**, and not Troy Corser, who will pose a stronger threat to his title ambitions. "Even though Troy's right behind me, Colin's harder to beat. All the pressure's off him, so all he has to do is go out and win races. When the Hondas are ridden well, they're very good. Sometimes they haven't been ridden that well in the past. Yeah, I'm much more concerned about him than Troy."

Colin Edwards, talking slowly, but making the punches count, summed up his feelings about the run into the last few races before the A-1 Ring race. "It's the perfect situation for me. It's terrible if someone gets injured at this point with three races back-to-back. Assen's the most important race now. Right after Brands Hatch (where Edwards took a double win) I said that if we can beat Carl at Assen we can win the title. Momentum is important and it'd be nice to go into the race with some. But I had no momentum going into Brands Hatch, and I still won both races. Carl doesn't handle pressure too well. Apart from winning races, what else can I do to apply pressure? No British papers quote anything I say anyway."

Edwards, strongly linked with numerous Grand Prix rides, believes that World Superbike will be his home for at least another year. And, unless things change in his favor soon, they could be for most of the foreseeable future as well. "I think I'm gonna be on superbikes next year," he said. "If I'm ever gonna go to GPs, I'm gonna have to go soon. I think I'll be on a superbike next year."

The **World Supersport** race was won by **Jörg Teuchert** over his Yamaha teammate, **Charlie Kellner**. A third Yamaha, ridden by **Wilco Zeelenberg**, finished third as the R6s completed a sweep of the podium positions.

Paolo Casoli, still injured from his testing accident in Rijeka, was a late withdrawal for the A-1 Ring round of the World Supersport Series. His replacement was Fast By Ferracci's **Larry Pegram**. Pegram found the wet-and-wild conditions at Austria a little difficult - not to mention the white hot pace of the usually combative Supersport 600 crew. Pegram qualified 29th and was a controlled 13th in the race. The AMA rider blamed himself and not the bike for the relatively poor times, until the race itself. "No problems with the bike," Pegram said. "Every time I ask for a mod to be made, I get back on the track and the problem is resolved. It's me who needs to get to know the bike and the track better, and that takes time. In this class if you improve a second a lap you're at the front."



Dunlop arrived in Austria with their new D205GP-derived tires for all its supported teams. The tire looks very similar in basic pattern to the "regular" D205s, but has much less actual tread markings, making it look like an artistically sculpted cut-slick. Jorg Teuchert, one of the main Dunlop runners, commented that, "Dunlop say that the tires could be anything up to a second a lap faster than the previous ones at certain tracks. With the changing weather it has been very difficult here, but the feel from the tires is much-improved."

Steve Webster and **David James** once again dominated the Sidecar World Cup race, this time in wet conditions. Early challengers Schlosser and Hauser suffered the ultimate Sidecar team nightmare by spinning and turning upside down, getting trapped under their outfit. Schloser was carried to the medical center with a bruised pelvis, but that was the main extent of his injuries. Despite his tire problems, Webster and James took the win from Klaffenbock and Hanni, with Muldoon and Woodhead third. Klaffenbock and Hanni still lead the series standings, 147-140, over Webster.

2000 Yamaha YZ250

'00 Moto

By Matt Freeman
Photos by Beth LaRock

Don't judge a book by its cover. It may look similar, but the 2000 YZ250 is not the same bike that Jeremy McGrath won two consecutive Supercross championships on. Notice that the new number plate lacks a center mounting bolt. Yamaha claims that is so the bolt does not get in the way of all the number "1s" they plan to stick on their new models.

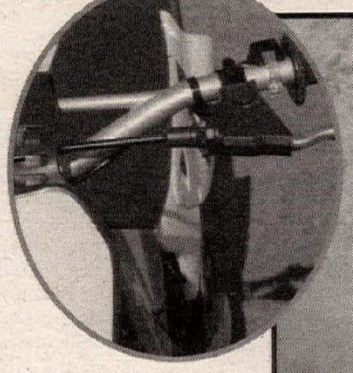
Had I taken part in the *Cycle News* 250cc Motocross Shootout last year, the YZ250 would have been my choice as the winner. After all, the small cockpit on the 1999 YZ suited my small 5'9" stature just fine. The motor fit my riding style and allowed me to ride fast with a smile on my face, even though some of the other bikes in its class had meatier motors. I liked it because it was a smooth package from the inside out.

On the other hand, the most often voiced complaints about the 1999 YZ250 from other riders were that (a) the motor flattens out on top, and (b) the ergonomics and the overall feel of the bike is cramped. Their complaints about the YZ cramped my style, but obviously not Yamaha's, because when the 2000 YZ250 rolled out of the Yamaha box van at Glen Helen Raceway Park, the aforementioned changes were made. And they didn't just stop there, either.

From a distance the new YZ looks identical to last year's model. There's the obvious changes like the partial face lift that the front fender, number plate and radiator shrouds received. The airbox went from black to white for more efficient engine cooling, naturally. A shorter silencer is tucked behind the right-side panel to cut down on weight. These are all changes that can be seen with the naked eye, but when you break out the magnifying glass, the fine-tooth comb and a set of riding gear, it doesn't take long to discover why the changes were made and why they are such a great improvement. That cool-looking white airbox actually cools the engine enough that it makes more horsepower, and the shorter silencer improves torque and throttle response. And that's just the beginning.

The new silencer, new airbox and new carburetor give the old engine a longer, flowing powerband with characteristics more like a small open-class bike than a stock 250cc machine. Compared to the '99, the '00 is a lot easier to ride in a wide variety of conditions. Last year's bike definitely required more use of the clutch when trying to get yourself out of precarious positions. Drinking from the new throttle-position-sensor-equipped carburetor, the '00 has more than enough power to get out of silted, sandy and rutted turns as well as deep whoops with little clutch action required, if any. For those who ride a 250 like a 125, don't fret. Even though the YZ has a lot of brute power, it also likes to be revved, and doesn't fall totally from the grace of the rider if over-revved a bit. The same cannot be said for the '99.

On the particular day that we tested at Glen Helen, the track was dry, hard-packed, rough and grooved, which means it could have been a nightmare for suspension tuning. It wasn't. Our three test riders (160, 185 and 220 pounds) varied in weight by a total of 60 pounds and all but the heaviest felt totally comfortable on the bike after a



The new works-style clutch perch (above) gives the rider the ability to adjust the clutch on the fly, while the new carburetor and silencer boosts mid and high rpm providing tons of berm shredding power.

A high and low speed compression damping adjustment on the rear shock provides a greater range of adjustment while the new finish in the fork tube internals make for a smoother ride. Both updates improve the overall handling of the bike.

2000 Yamaha YZ250

Specifications

Engine Type	Liquid-cooled, 2-stroke
Displacement	249cc
Bore x stroke	66.4mm x 72mm
Compression ratio	8.8-10.3:1
Starting system	Kick
Carburetor	Keihin PWK38S/1 w Power Jet and Throttle Position Sensor
Transmission	Constant mesh, 5-speed
Primary reduction	Spur
Secondary reduction	Chain drive
Electrical	CDI
Suspension	
Front	Telescopic fork
Rear	Swingarm link suspension
Front-wheel travel	11.8 in. (300mm)
Rear-wheel travel	12.4 in. (315mm)
Tires	
Front	Dunlop 739FA 80/100-21
Rear	Dunlop 739 110/90-19
Brakes	
Front	245 single disc brake
Rear	245 single disc brake
O/A length	85.8 in.
O/A width	32.6 in.
O/A height	51.5 in.
Wheelbase	58.3 in.
Ground clearance	15.4 in.
Dry weight (claimed)	216 lbs.
Fuel capacity	2.1 gal.
MSRP	$5699

little fine tuning. And even then, our 220-pound intermediate motocrosser/expert off-road rider claimed that with heavier springs he would be content. "Progress" is the key word when it comes to the '00's new suspension. The fork was updated with new lighter internals, and the result is a smoother ride that pushes less and soaks up any hard hit on a basic motocross track.

The shock weight was reduced as well, and more importantly, a high- and low-speed compression-damping adjustment was added to increase adjustment range. By taking time to dial in the shock it's hard to go wrong, especially with such a wide range of adjustments. In time we discovered that the shock helped keep the bike pointed in a straight line. It did not pack or swap, hooked up great coming out of corners and handled big hits with grace and ease. What more could you ask for in a shock?

Overall, the YZ handles with stability and does not exhibit any head shake. If a motocross bike is going to head shake it's going to do it at Glen Helen, and ours did not. What it did do is turn, and very well at that. Berms, flat corners, hard or soft, it just didn't matter. Our test riders could scream down a long straightaway and then throw the thing into a corner without missing a beat. The YZ still remains one of the most nimble motocross bikes on the planet.

In addition to the new handlebar positioning, Yamaha went the extra mile and dropped the new aluminum subframe 10mm to create a roomier ride that accommodates human-sized riders. Everyone felt comfortable on the new setup, even though all three riders are very accustomed to their own bend of handlebar and own handlebar clamp setup. However, no one really noticed the change in the subframe height.

With a different handlebar position, why not change the controls as well? Yamaha developed a clutch lever with a free-play adjustment and an altered lever ratio, which created a lighter clutch pull. It's not the new clutch control alone, however, that makes the clutch feel so much better. A new clutch rod and actuator cam and pressure plate grace the right side of the engine case, providing a better clutch feel that won't go stiff anytime soon. The entire clutch package is a big step up from last year's YZ250. The new adjust-on-the-fly clutch lever assembly is a luxury in itself that until now could not be found as original equipment. Normally a trick part like that would retail for close to 100 bucks.

What's a new model without little changes - little odds and ends, like the return of the Yamaha tuning fork symbol that is proudly displayed on the corner of the radiator shroud. Like the bike itself, the return of the tuning fork gets our seal of approval. CN

Premier Parts

- Improved mid and high-range power
- High- and low-speed adjustment on shock
- Lighter aluminum subframe
- Subframe lowered 10mm for more mobility on bike
- White airbox for better engine cooling
- Updated fork
- Handlebar clamp moved forward 10mm and up 5mm
- Internal clutch assembly
- Quick-adjust clutch lever and perch
- Front fender
- Front number plate
- Radiator shrouds
- Carburetor equipped with throttle position sensor and a relocated power jet
- Redesigned slide valve on carburetor
- 25mm-shorter silencer for more torque and better throttle response

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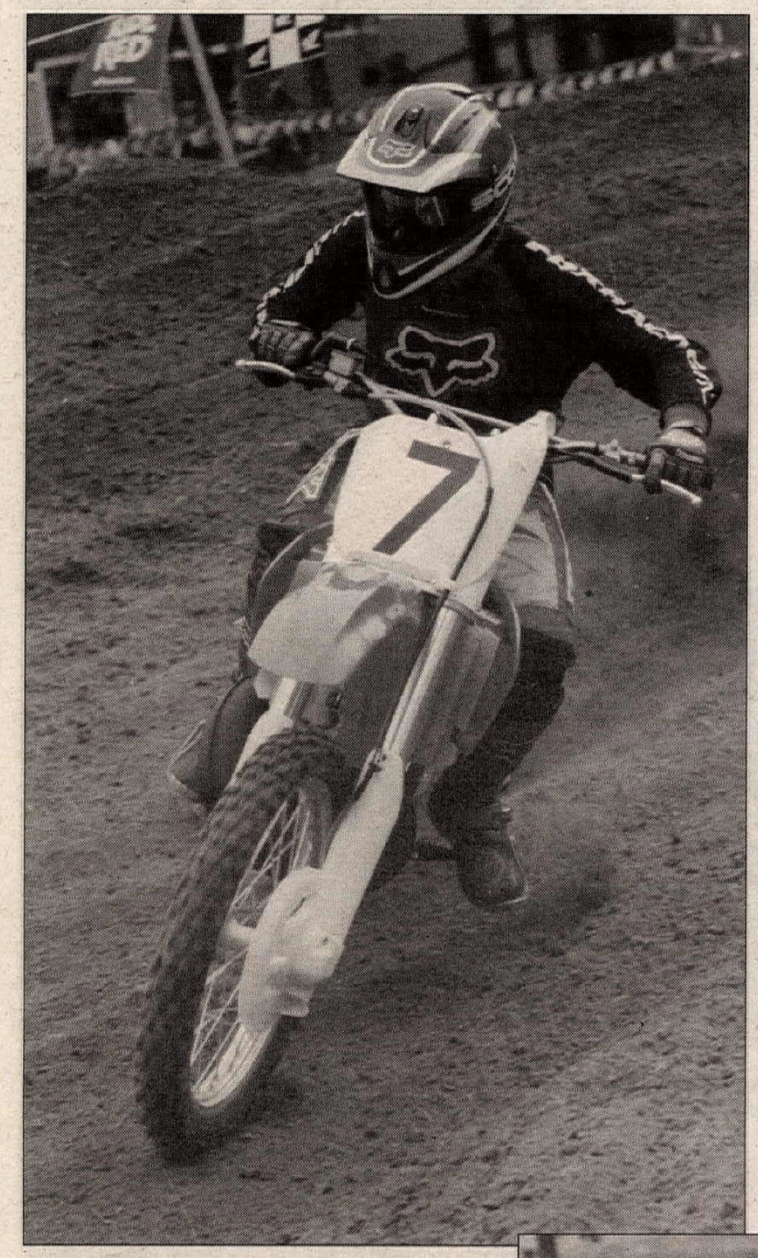
From the ground up



Honda's new line of CRs have been drastically changed and are better than ever. Both the CR125 and CR250 are new from head to toe. After riding the 2000 CR250 (left and below) we are convinced that Honda's second generation of aluminum-framed motocrossers are ready to win.

By Matt Freeman

My flight from Lindbergh Field in San Diego to SFO Airport in San Francisco was delayed by an hour, and to make matters worse I had a connector flight to the Eureka Airport that was scheduled to depart less than an hour after my original arrival time in San Francisco. I also had two test riders, Lance and Tim, who were slated to depart out of Ontario Airport to San Francisco and then up to Eureka, where the three of us would meet up with Honda's Greg Wright. The original plan from there was for the four of us to drive an hour south, where we would get the pleasure of riding the totally redesigned 2000 CR125 and CR250 on one of the most beautiful motocross tracks on the West Coast, smack dab in the middle of the red woods. That is if any of us could get off the ground.

With close to 100 pounds of riding gear, camera equipment and clothes, I stood around the airport trying to figure out my options. I called Greg's cell phone. I called the cell phone number that belonged to Honda's R&D guru Dave Arnold. All I got was voice mail. Finally a woman's voice echoed throughout the terminal warning all passengers that the fog hovering over San Francisco was burning off and that our flight was going to board. I still had time to make it to Eureka on schedule but I had no idea whether my test riders would make it or not.

(Left) Since switching to an aluminum frame and a five-speed gearbox in 1998, the CR125 has had mixed reviews. The new CR125 is proof that Honda is well on its way to the top of the podium again. The entire engine was refined to be smoother and to produce higher rpm power output.

I missed my connecting flight and had to sit around the commuter terminal over an hour waiting for the next flight north. When the time came to board the plane I realized that I had never flown in a commuter plane before. When we got in the air, the ride was even sketchier than I anticipated. At one point the thought occurred to me that the reason I was still alive was because I had never flown in a plane smaller than my dad's motorhome. The flight was about as comfortable as attempting a 90-foot triple jump, but once I got use to the constant turbulent motion of the fuselage and convinced myself that I would probably live, I started daydreaming about the new CRs. Hopefully they would be a lot smoother than the plane ride was.

I touched down on the quaint Eureka airstrip nearly two hours late, and was greeted by Greg, who was as calm as could be. He obviously has more faith in the airlines than I do, and he never gets excited too much, except when Honda wins an AMA National event of one form or another. He wasn't even perturbed that my two test riders were missing in action. There was only one more flight from San Francisco to Eureka scheduled to land after mine, so we sat around hoping to see Tim and Lance get off the next plane.

Tim and Lance were nowhere to be found, so we were off to the track. When we arrived at the track, Honda's Bruce Ogilvie, Erik Crippa, Dave Arnold, Drey Dirks and a host of engineers were preparing bikes for the next two days of riding. With daylight burning, Dirks mounted the CR250 and I shot photos of him since I had no test riders of my own to shoot. What better rider to photograph on a Honda, than a Honda test rider? I was impressed right off the bat with the new machines, so I hurried through the photo session so I could ride before it got too dark.

The track was beautiful, but not the best for testing a motorcycle. It was smooth and only rough in a couple of spots, so my goal was to ride as much as possible hoping to roughen up the track a bit. I was fully rested from sitting around all day and thought that it would be crucially important while testing a motorcycle that, over the last three years, has been labeled as too rigid. As it turns out I rode the rest of the day and did not tire at all. The 250's handling and engine were much smoother than the plane ride.

It took us a while to get the suspension set up correctly for me because I'm on the light side and Honda's stock spring rate is geared for someone slightly heavier than featherweight. Once we got the clicks and turns figured out I was happy and ready to concentrate on the performance of the new frame and engine.

The ergonomics of the new machine are much more comfortable and put the rider in more of a natural riding position. A new handlebar bend is just as good as any previous Honda bend, if not better. The new frame, front end and back balance out fine for riders of all sizes, and it also helps that the bike has been slimmed down, making it easier to ride aggressively.

On the flip side, the new motor is actually easier to handle and less aggressive. A smoother low- and mid-range power delivery is a huge improvement on the new CR250. Like the redesign of the frame, Honda gained great ground with the motor on their new 250cc machine. It shares the power characteristics of past CR250 motors that we all love, only without that unsuspected mean streak that throws us off the bike when we least expect it. *Smooth and fast* are the keywords when it comes to the new motor.

I rode until it got dark; then we packed up and headed to the Benbow Inn where I was hoping to see Lance and Tim waiting in the lobby ready to ride the CR125 the next morning. When we arrived at the Victorian-style structure, instead of Lance and Tim I saw food, drink and a nice, firm bed. I wast-

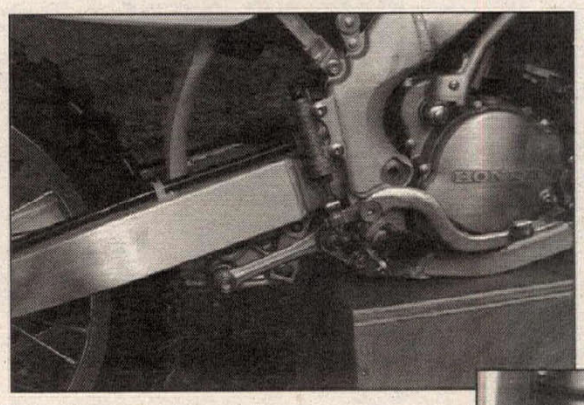
ed little time in hitting either. After getting a taste of the 250 my curiosity level began to rise, so I headed straight to bed after dinner, anxious to ride the 125 first thing in the morning.

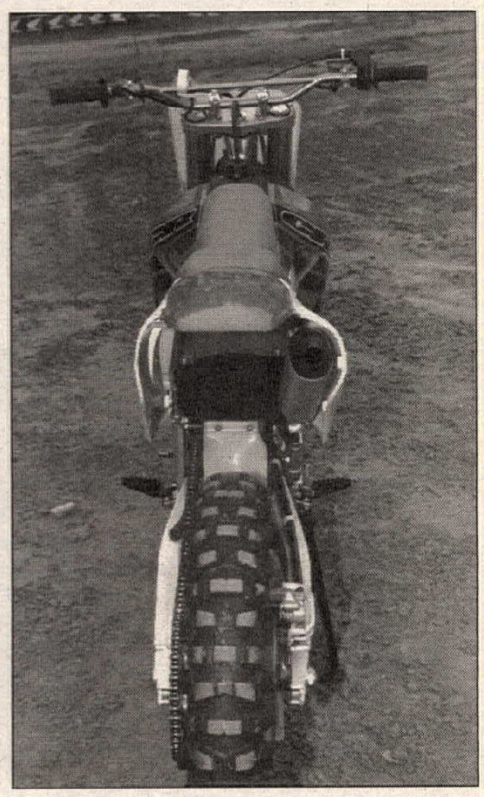
Because the CR125 fits my weight division it did not take long to get the suspension dialed in. Dirks set the sag and we played around with the dampening for a while to suit the track conditions. Like the setup on the 250, the 125 jetting was dialed in for the track before I even arrived. The 250 had been left stock with the exception of raising the needle. More precise changes were made on the 125, and none of them had to be changed throughout the testing period.

The biggest challenge was getting used to the five-speed gear box, since the rest of the 125s on the market today are six-speeds, but after misshifting for a while, it wasn't long before I was out for a joy ride. It is hard to say which is more of an improvement over last year's model, the 125 or the 250. The 125 definitely underwent a power increase with the redesign of the motor, but it is still not the fastest stock 125 that we have ridden over the last couple of years. It lacks in engine response, though such changes as the relocated airbox obviously are an improvement from the 1999 model.

Honda pretty much started from scratch when they began developing the 2000 models. Some things, however, never change much, mainly their great attention to detail and high quality standards. The great thing about both bikes is that Honda took the weaknesses from years past and changed them drastically. Developing an aluminum frame in the first place was a huge gamble, and at the same time was a breakthrough in technology. We now have a second-generation twin-spar frame created by the same company, and even though it is another huge step forward and a massive improvement, it is minimal compared to the 2000 CR125 and CR250 as a whole. If Honda would have chosen to center all their attention on the frame or all their attention elsewhere, we still would have had better CRs to ride into the millenium. The cool thing is that they went big and improved all aspects of both models, which will improve the way we ride motorcycles.

Ultimately, Tim and Lance never made it to the track. They got rerouted to Portland, Oregon, and on the second day of our test ride they finally made it to the Eureka airport, where they got right back on a plane and headed home without ever getting the chance to ride the beautiful track and the new bikes. They really missed out. CN





The new layout of the 250 (above and right) was well thought out. A slimmer overall physique and redesigned cockpit make both CRs easier and more comfortable to ride than previous years'. (Below) A forged-aluminum steering head replaces the machined units on the first generation of frames, making both bikes that much stronger.

(Above) A new swingarm on the CRs provides 25 percent more rigidity, while the new linkage is raised 10mm to minimize ground contact.

What's New?

CR125/CR250

- Lighter second-generation twin-spar aluminum frame and swingarm
- Redesigned body work including fenders, radiator shrouds and number-plates
- 10-15mm narrower profile in the seat to tank area
- Larger airbox with 35-percent more volume and moved 15mm further forward for better engine response
- Dual radiators to provide more surface area and improve heat dispersion over the previous single-radiator design
- Forged-aluminum steering head to replace extruded piece
- Redesigned upper and lower triple clamps to increase steering precision
- Redesigned Pro-Link linkage, 3.5 ounces lighter and raised 10mm
- Rear-axle diameter increased from 20mm to 25mm
- Dual-piston front-brake caliper with steel pistons reduces unsprung weight by 2.8 ounces
- Rear disc brake with low-positioned caliper and thin, larger-diameter 240mm rotor for maximum power and responsiveness
- Wider foot pegs
- Rubber mounted handlebar holders with three different mounting positions to match rider preference
- New Honda bend handlebar
- Front wheel with larger-diameter front axle and wide wheel-bearing span

CR125

- Upgraded engine with a Revolutionary Control (RC) exhaust-valve design, providing exceptional power throughout entire rpm range
- Revised power characteristics to provide smoother low- and midrange power while providing great high-rpm power
- 36mm Mikuni TMX flat-slide carburetor to complement the RC valve's performance for improved mid- to high-rpm delivery
- New carbon-fiber reed-valve petals improve throttle response and engine performance
- Redesigned cylinder head with larger water jacket for better cooling performance
- Cylinder 7.6 ounces lighter
- New RC exhaust valve with a road racing-inspired rotary-flap exhaust-valve design that provides smoother power transition between low and mid-range engine speeds.
- Exhaust valve 7.1 ounces lighter
- Number of clutch plates increased from seven to eight for more surface area to handle engine's increased torque
- Clutch springs beefed up to provide lighter clutch feel
- Kayaba fork design minimizes aeration-induced damping force loss
- Rear sprocket increased from 51 to 52 teeth to take advantage of engine power delivery

CR250

- Redesigned engine ports, air-intake tract and exhaust provide excellent high-rpm output, improved low- and midrange power delivery, and more useable power throughout the rev band
- Carburetor insulator features an internal step that smooths airflow drawn into the engine, improving throttle response
- Six-petal reed valve improves throttle response and power delivery
- Reshaped CRV rotary/flap exhaust valve for more responsive acceleration
- Sub exhaust valve port raised 1mm to provide smoother, more responsive power delivery at low- to midrange rpm
- Modified expansion chamber enhances the engine's power output and delivery
- Rear shock's damper piston diameter increased from 46mm to 50mm for consistent performance

2000 Honda CR125

Specifications

Engine Type	125cc liquid-cooled single-cylinder two-stroke with RC valve
Bore and Stroke	54.0mm x 54.5mm
Compression Ratio	8.8:1
Induction	Crankcase reed valve
Carburetion	36mm Mikuni TMX flat-slide
Ignition	Solid-state 3-D map-type digital ignition with electronic advance
Transmission	Close-ratio five-speed
Final Drive	520 chain; 13T/52T
Suspension	
Front	46mm inverted Kayaba cartridge fork
Front wheel travel	12.4 in.
Rear	Pro-Link Kayaba single shock
Rear wheel travel	12.7 in.
Brakes	
Front	Single 240mm disc with twin-piston caliper
Rear	Single 240mm disc
Tires	
Front	80/100-21
Rear	100/90-19
Wheelbase	57.8 in.
Rake (Caster Angle)	26.35 degrees
Trail	111.0mm
Seat height	37.1 in.
Ground clearance	13.4 in.
Dry weight (claimed)	193.0 lbs.
Fuel capacity	2.0 gal.
MSRP	N/A

2000 Honda CR250

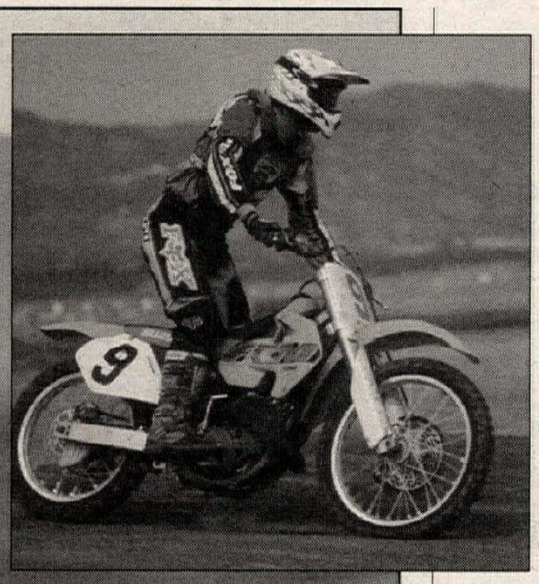
Specifications

Engine Type	249cc liquid-cooled single-cylinder two-stroke with power-port system
Bore and Stroke	66.4mm x 72mm
Compression Ratio	8.7:1
Induction	Six-petal reed valve
Carburetion	38mm flat-slide
Ignition	Solid-state 3-D map-type digital ignition with electronic advance
Transmission	Close-ratio five-speed
Final Drive	520 chain; 13T/50T
Suspension	
Front	47mm inverted Showa cartridge fork
Front wheel travel	12.4 in.
Rear	Pro-Link Showa single shock
Rear wheel travel	12.5 in.
Brakes	
Front	Single 240mm disc with twin-piston caliper
Rear	Single 240mm disc
Tires	
Front	80/100-21
Rear	110/90-19
Wheelbase	58.5 in.
Rake (Caster Angle)	27.73 degrees
Trail	113.8mm
Seat height	37.7 in.
Ground clearance	13.1 in.
Dry weight (claimed)	213.8 lbs.
Fuel capacity	2.0 gal.
MSRP	N/A

Riding Impression

2000 Suzuki RM125Y

Smooth transition



(Left) A smoother power delivery enhances the Suzuki RM125's already-potent motor for the year 2000.
(Above) Suzuki made a number of refinement to the new RM, which translates into subtle improvements on the track.
(Left inset) New spring rates smooth out the RM's suspension.

By Kit Palmer

Look behind the new graphics - good looking ones we might add - and you'll be hard-pressed to distinguish the 2000 Suzuki RM125 from the 1999 model. But don't let that fool you - the 2000 RM125 is a changed machine.

As you can see by the long list of modifications, many of the updates to the 2000 RM125 have to do with increasing the bike's durability and strength, enhancing low-to-mid engine performance, and polishing off an already solid handling and suspension package. No dramatic changes here, but, then again, the RM125 didn't really need any anyway. The '99 machine was a strong unit and one of our favorites here at the office all year long.

We applaud all of the modifications Suzuki made to the new RM125, especially the changes to increase the bike's longevity and reliability. The more you can do that to a bike, the more appealing and less costly it is to own and operate. Okay, so on the track you might not notice the new reinforcement tubes on the frame, or the relocation of the piston locating pin and the ignition's CDI box. But you will most likely feel it in your wallet in the long run.

As for the many refined performance-minded changes made to both the engine and the chassis, well, you can actually feel some of these on the track - however subtle they might be.

Most of our test riders came back after riding the new RM for the first time saying they could feel a smoother transition from bottom to mid, just like Suzuki's engineers said they would. This smoother transition, the riders said, also improved the bike's tractability out of the turns and simply made it a little easier to ride than the '99 RM. Still, they cautioned, "Keep a finger on the clutch at all times," for a small mistake through the turns in deep, loamy dirt, can leave you bogging. In other words, don't let the motor fall off the pipe and you'll be just fine, which is pretty much the case with all 125cc MXers.

Otherwise, the new RM125's motor screams from bottom to top just like it used to, which is a good thing. There's still *plenty* of power throughout the powerband, and it's even easier to work with - mainly down low.

Our initial impression of the new RM's suspension and chassis is a good one, which comes as no surprise, really. After all, we had no real complaints with last year's chassis, except for its perhaps being a little undersprung, but

2000 Suzuki RM125Y

Specifications

Engine type	Liquid-cooled, crankcase reed, 2-stroke
Bore x stroke	54mm x 54.5mm
Displacement	124.8cc
Compression ratio	9.1/11.0:1
Carburetor	Keihin PWK38PWJ
Clutch	Wet multi-plate type
Transmission	6-speed constant mesh
Primary ratio	3.368 (64:19)
Final ratio	4.083 (49:12)
Drive chain	520 chain, 112 links
Ignition	CDI
Suspension	
Front	Twin Chamber inverted, 16-way compression & rebound damping
Rear	Link-type, adj. preload, 26-way compression & 20-way rebound damping
Wheel travel	
Front	12.2 in.
Rear	12.6 in.
Rake/trail	27°45'/40in.
Brakes	
Front	Disc
Rear	Disc
Tires	
Front	80/100-21 51M
Rear	110/90-19 57M
O/A length	84.6 in.
O/A width	32.1 in.
O/A height	49.2 in.
Wheelbase	57.3 in.
Ground clearance	13.8 in.
Seat height	37.4 in.
Fuel capacity	2.0 gal.
Claimed dry weight	194 lbs.
MSRP	$4949

Suzuki fixed that with stiffer springs at both ends, which gives the RM a more balanced and - strangely enough - "cushy" feel. Suzuki also made the shock even more adjustable by adding a low-speed valve adjustment, which really does work. One click makes a difference. However, we never really felt the need to make many suspension adjustments - maybe a click here and there. Right out of the crate, the RM should feel just about right for the average rider.

The rest of the bike pretty much feels the same, unless you have sensitive hands and feet, in which case you'll notice the new grips and wider, "grippier" footpegs, not to mention grippier brakes. Again, just like last year, all of the RM's controls are simple to operate and are light to the touch, including the shift lever.

We still have a lot of plans for the new Suzuki and are anxious to put it up head-to-head with the other 125cc front-runners, especially Yamaha's YZ125, the bike that has ruled the class the past few years. It should be a good battle. CN

2000 Updates

Piston: The piston right locating pin has been moved to the rear of the piston to increase durability.

Cylinder: The third scavenging port has been divided with a bridge to provide support for the piston ring pin, and the first and second scavenging ports have been reshaped for smoother flow. The exhaust port width has been narrowed 1mm and has been reshaped with an improved chamfer to prevent the piston from catching the bridge.

Exhaust Valve: The exhaust-valve port and exhaust-valve shape have been modified slightly to improve low-to-midrange power transition characteristics. The exhaust-valve control system has been changed from a direct type to an L-arm type for more precise control, particularly at low rpm.

Reed Valve: Changed to carbon fiber for better throttle response.

Crankshaft: Inertia has been increased 1.6 percent with an increase in primary compression of approximately 2 percent to improve power accessibility and traction control.

Carburetor: The Keihin PWK38PWJ carburetor now includes a bypass starter circuit to improve low rpm throttle response and power.

Exhaust Pipe: A full copy of the factory race team pipes, designed to improve high rpm power and pull harder from mid-to-high rpm.

Ignition: Timing has been modified to improve power "feel" and horsepower, and the CDI box has been moved from the steering heat to the airbox for better protection.

Gearshift Cam Plate: The shape of the gearshift cam plate has been modified so that neutral gear position is easier to find.

Frame: The lower frame-reinforcement tubes have been welded to the outside of the main frame tubes. The main frame tubes now turn inward toward the cushion bracket attachment section for additional strength and to improve rear end stability.

Swingarm: Rigidity has been improved by a 10mm height increase of the forward cast section of the swingarm. New dust seals are used.

Fork Springs: Spring rates increased from .40 to .42.

Shock: The diameter of the compression damper valve and case has been increased and changed from an in-line to a parallel-type design, which includes a low-speed valve.

Shock Spring: Spring rates are increased from 4.7-5.5.3-6.1 to 4.8-5.2.

Brake Pads: New pad material.

Footpegs: Width has been increased 6mm to include three rows of teeth.

Rear Axle: Diameter has been increased from 20mm to 22mm.

Rear Hub: Wider and lighter, with spoke attachment at a wider angle for strength.

Grips: All-new grips.

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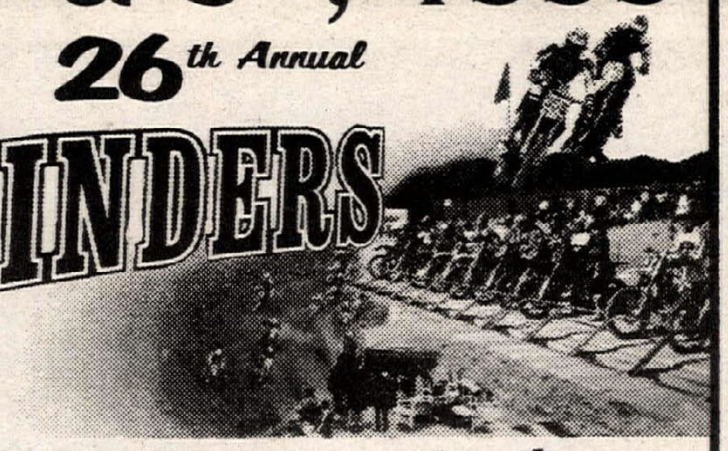

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EVENT #	CLASSIFICATION	LENGTH	PRE	POST	START TIME
#1	UNCLASSIFIED	45 MIN.	$25	$40	8:00AM
#2	QUAD EXP-AMT-NOV VET QUAD EXP-AMT-NOV / SIDEHACKS	60 MIN.	$30	$40	9:00AM
#3	SEN EXP OPEN-250/SEN AMT OPEN-250 MAG EXP/AMT	75 MIN.	$30	$40	10:30AM
#4	SEN NOV OPEN/250-SEN BEG OPEN/250 MAG-NOV ALL S.SEN- WOM EXP AMT NOV MINI EXP AMT NOV BEG	75 MIN.	$30	$40	12:15PM
#5	BEG/NOV OPEN 250 200 4-STROKE NOV & BEG DUAL SPORT	75 MIN.	$30	$40	2:00PM
#6	KIDS & PEE WEES ON REM AND PEE WEE TRACK OPEN RIDING - PARENTS MUST BE PRESENT	30 MIN.	NO FEE	NO FEE	4:00PM

SUNDAY RACES

#1	VINTAGE / CLASSIC / AHRMA GP SERIES	45 MIN.	$30	$40	8:00AM
#2	UNCLASSIFIED	45 MIN.	$30	$40	9:30AM
#3	VET NOV OPEN 250 / BEG OPEN 250	75 MIN.	$30	$40	10:45AM
#4	VET EXP OPEN 250 / AMT OPEN 250	75 MIN.	$30	$40	12:30PM
#5	AMT / EXP OPEN 250 200 4-STROKE EXP & AMT DUAL SPORT	75 MIN.	$30	$40	2:15PM

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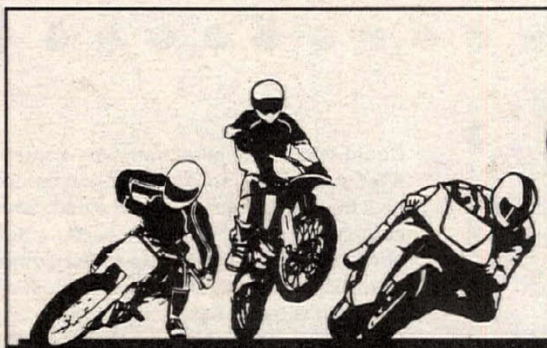

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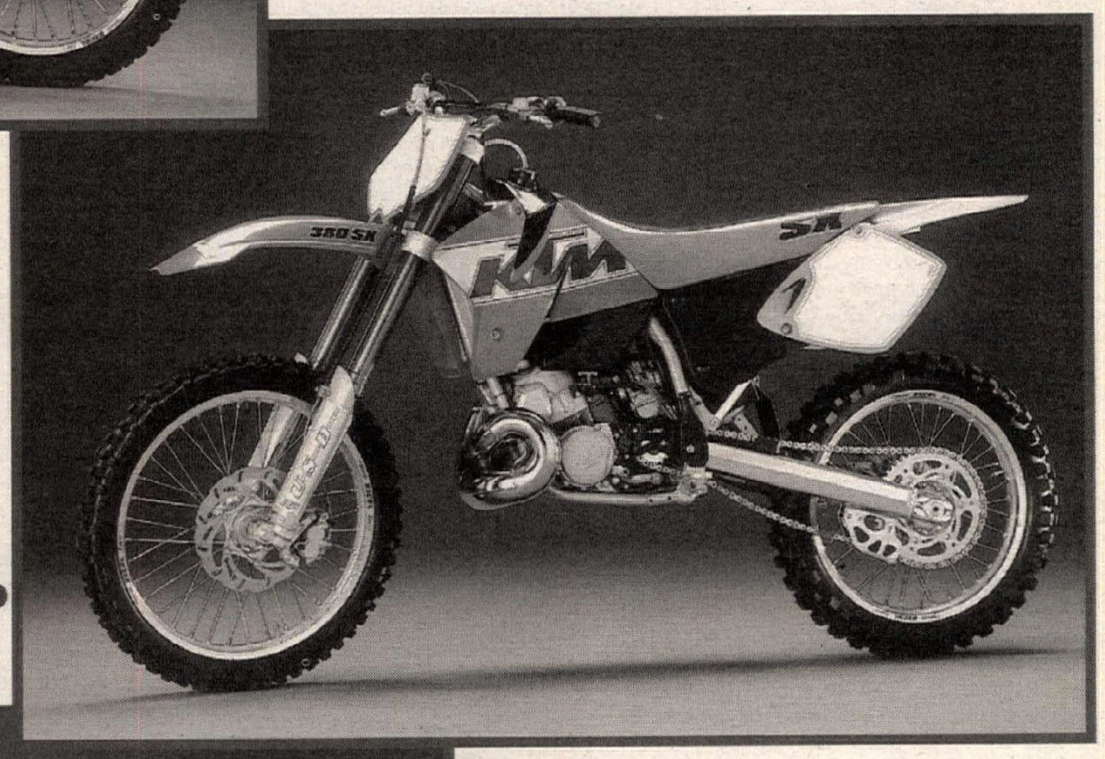
YZ400 Beater!

Since its OEM introduction two years ago, Yamaha's YZ400 has on countless occasions relegated its competition to racing for second place. But not all of those fights for the runner-up spot have taken place on the track. The bike's success in the marketplace has inspired a full-fledged war among several other manufacturers, each of which is rushing to come up with its own genuinely MX-ready thumper. Speculation was abundant. Would it be Honda, with a serious replacement for its XR? Would Cannondale finally unveil its much-hyped debut motorcycle? As it turns out, KTM has a pair of all-new MX thumpers in its 2000 lineup. We'll have to see how they perform, but it looks like the race(s) might now be for third.

Could this be the bike that gives Yamaha's YZ400 a run for its money? KTM sure hopes so. The Austrian company has been developing its all-new thumpers for a year and a half, and its factory teams have been campaigning them this race season, but 2000 will be the public's first chance at them. Despite its rather complicated moniker, the *400SX Racing 4-Stroke* (above) is arguably the most exciting. In enduro garb and in the hands of Giovani Sala, it has already won a world title (the 520 has won two MX GPs in the hands of Peter Johansson). All the new four-strokes utilize the 250 two-stroke chassis, and have centercases that are actually *narrower* than the two-stroke mill's. The Husaberg motor was used as a starting point, but not much of it is left. The cases, head, cylinder, tranny (four speeds on the SX), and covers are all new, and the kickstarter is on the right side (the enduro-oriented EXC also has an electric re-starter). The thumpers will be suspended by KTM's linkage-less PDS system on the rear and a 43mm WP fork up front. Also, a new triple clamp offers a choice of four different positions for the Magura crossbar-less handlebar. KTM's Scot Harden says the bodywork is extremely narrow, and claims weight of both the 520 and 250SX Racing 4-Stroke to be 228 pounds. If true, this is three pounds lighter than the '99 YZ400.

KTM's full-size two-stroke MX quiver comprises the 125SX (above), the 250SX (left) and the 380SX (below). All three get new front and rear brake rotors with a wavy perimeter - a design said to flush mud from between the brake pads. Among the motor mods are an all-new cylinder and head and a lighter crank. A Keihin Power Jet carb is now utilized, along with a new ignition.



KTM offers an extensive line of minis (six total), and promotes them via exhibition races during Supercross intermissions. Most serious of the four 50cc models (there's also a 65SX) is the 50SX Pro SR (left), which gets an improved fork and a Curnutt shock for 2000. The bike is intended for riders seven to nine years of age.

GETTING BACK

By Andrew Clubb

While Husqvarna might be one of the oldest motorcycle manufacturers still active today - the brand was founded in 1903 - in recent years the marque has been virtually dormant in the United States.

Severe distribution and supply problems combined to erode Husqvarna's once-dominant position as a leading enduro brand, leaving the flow of bikes coming into the country a virtual trickle.

Now, however, the Italian-owned and based brand is determined to see things change.

Should all go to plan, the year 2000 will see a dramatic rise in the Husqvarna profile in the United States. New national motocross, supercross and GNCC race teams are just the beginning, complimenting a far more concerted marketing, promotional and dealer and customer support program being coordinated through U.S. distributor Eraldo Ferracci.

The push stems from the newfound stability and financial security once again being afforded the Husqvarna brand by its owners, the Italian Castiglioni family, founders of the Italian Cagiva brand.

HISTORY LESSON

Passionate motorcycle enthusiasts Gianfranco and Claudio Castiglioni formed Cagiva (the "ca" stands for *CA*stiglioni, the "gi" signifies their father's name, *GI*anfranco, while the "va" denotes *VA*rese, the town in Italy where their machines are produced) in late 1978, after purchasing the Varese factory and remaining stock when AMF Harley-Davidson bailed out of a joint agreement with post-war motorcycle manufacturer Aermacchi, which had in turn used the factory on the shores of Lake Varese just north of Milan to build float-planes and hydro-planes during World War II.

The Castiglionis rebadged those first Aermacchi 125 and 250cc two-strokes as Cagivas, and thus a new Italian marque was born.

Already wealthy from numerous other business interests, highlighted by success in the small metal fasteners industry, the Castiglionis launched headlong into their newfound motorcycle "empire."

In 1984, the Cagiva group purchased the Italian Ducati brand. In 1986 it purchased Husqvarna, moving the legendary Swedish marque lock, stock and barrel to Italy, in circumstances that eventually saw several key Husqvarna technical staff remain in Sweden and create Husaberg. In 1986 the Cagiva group also purchased Moto Morini. And then, in 1991, the group secured the rights to the MV Agusta name.

The Castiglionis had a potentially lucrative portfolio that augured well for the Italian family. Indeed, Ducati alone was a success story, the Castiglionis lifting production from 4000 units per year when they bought it, to some 20,000 units in 1996. But while the Ducati marque was thriving, the same couldn't be said for other sectors of the Cagiva empire.

LISTEN AND LEARN

"By 1996, the company had become so big, that there were in fact some mistakes with some models," explains Cagiva's marketing and promotions chief, Martino Bianchi.

"At times we did not listen to the market, and because we are a motorcycle company, we did not follow the scooter market, while other brands such as Aprilia did - very successfully.

"Unfortunately, Morini was not a good investment. The company was so busy with Ducati, Cagiva and Husqvarna, that Morini did not receive proper attention."

With the fiscal screws tightened, suppliers to the Cagiva group started calling in their markers, and the brand to suffer most was Husqvarna. When supplies of components were held back, assembly of Husqvarna dirt bikes virtually ground to a halt through 1996, much to the chagrin of Husqvarna distributors, dealers and most importantly, customers, worldwide.

"In 1996 production dropped from 12,000 pieces to just 4000 pieces for Husqvarna," Bianchi explains, "and this meant real problems. The biggest problem was spare parts, as this service just was not available."

In an effort to stave the wolves from the door, a serious cash injection was required.

"So the Castiglioni family decided to sell 50 percent of Ducati in 1996 (to the American foreign investment company Texas Pacific Group), and then sold the remaining shares in 1998," Bianchi says.

"This put fresh cash into the company. The family was not involved 100 percent with the Ducati business, plus they were already very involved with the new MV Agusta business that was very important to them."

With creditors satisfied, it's full steam ahead once again with the Castiglioni clan.

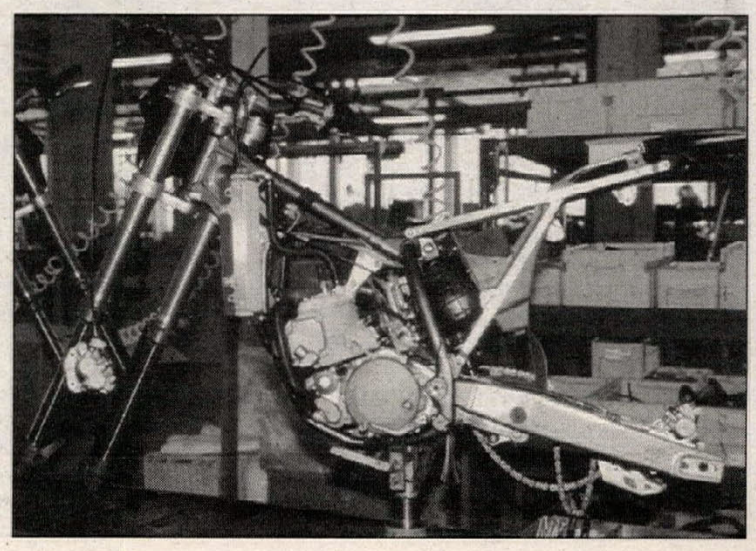
FIRING ON ALL CYLINDERS

The past 12 months have seen a major stabilization of the Cagiva group, in which Husqvarna has became a solid-money spinner for the company, the Cagiva brand is in the process of being relaunched, and the stunning new MV Agusta road-burner has been grabbing headlines all around the world.

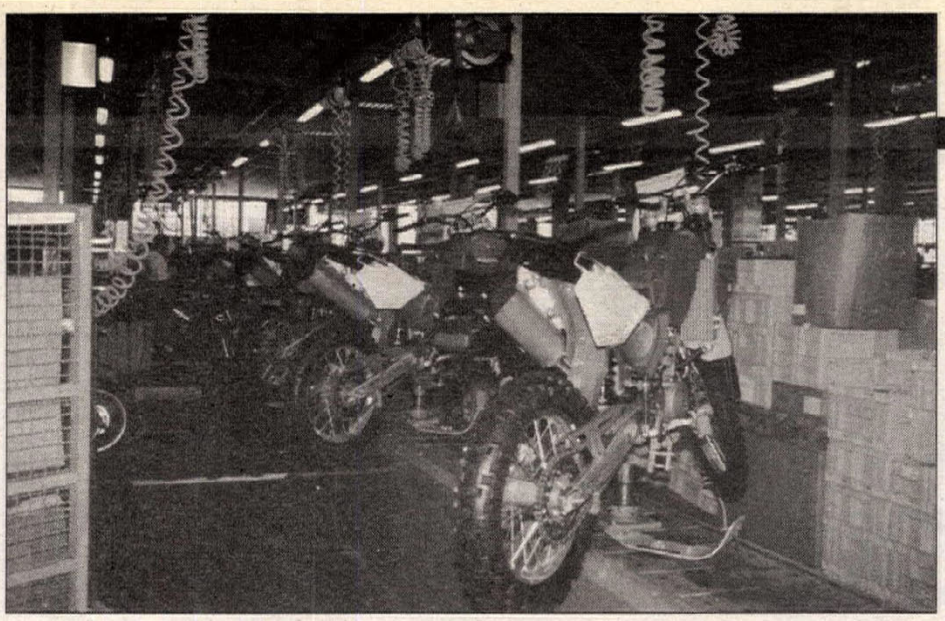
Last December, a multi-million lire refurbishment of the original Varese engine production plant was initiated, while additional plants at nearby Morazzone (for frame production, and the group's design and styling center) and Cassinetta (for final assembly of all brands and spare parts stocks) were also brought into operation.

A limited-edition run of just 300 handmade MV Agusta Oro (Gold) specials have already been pre-sold at a cool 70 million lire apiece. Some 2500 Strada "production" MV Agustas are on target for production next year, and set to roll off showroom floors at 30 million lire each. Right now, just four Oro engines are produced each day, with the bikes then assembled by hand on a special short line at the Cassinetta factory.

The delicious MV Agusta is the handiwork of Massimo Tamborini, who also designed the Ducati 916, and who continues to head the Cagiva group's styling department alongside Mr. Gal-



(Top) Year 2000 Husqvarnas ready for delivery. (Above) Martino Bianchi heads Cagiva's marketing and promotions department. (Right) A Husky TE awaits final assembly on the production line.



(Above left) Cagiva's production capacity for the Husqvarna motorcycles is 15,000.
(Above) Getting new parts for your 2000 Husqvarna shouldn't be a problem.

luzzi, who designed the Ducati Monster.

In the coming year, Cagiva production is pinned at 20,000 units, up from some 8000 units two years ago following the company's financial difficulties.

"In recent times, Cagiva is the brand that has suffered more than either Husqvarna or MV Agusta," Bianchi admits. "So now we are putting much more effort into Cagiva, and are moving to make it a brand that will produce more large-capacity models.

"Just recently we completed a joint-venture with Suzuki to provide motors from 750 to 1000cc to Cagiva. The first new Cagiva model will be the Raptor - which is a naked bike - a kind of anti-Monster."

And yep, you guessed it, the Raptor, which will be unveiled at the Milan Show in September, has been designed by Mr. Galluzzi.

"We are investing a lot of money into Cagiva," Bianchi continues, "to make the brand more important to European riders, and of course Italian riders. The focus will be on machinery from 500 to 1000cc."

ON TRACK

DOIN' IT IN THE DIRT

And what of Husqvarna?

First up, Bianchi assures us the production and spare parts woes of a few years ago are totally resolved, and production is back in full swing. In fact, 1999 Husqvarna production is expected to top 15,000 pieces, with the marque's ground-shredding four-strokes leading the way.

The top-selling Husky is the TE610 enduro iron with 2000 units, a figure soon to be matched by the spin-off Super-Motard 610 knee-scratcher, while the electric-start TE610E Dual will rack-up 1500 sales this year, signaling the success of Husqvarna's pursuit of broader horizons.

"The new electric-start 610s have really paid off for Husqvarna," Bianchi enthuses.

"We will continue to pursue more sales for Husqvarna, by making a wider range of machines to suit more riders - not just pure competition machines."

And with mooted emissions regulations set to hit Europe in coming years, which might well, in effect, "outlaw" all two-strokes, including even scooters and mopeds, four-strokes will certainly be the way of the future - both on and off the road.

"Dual (-sport) four-stroke motorcycles will become very important for all manufacturers, and certainly Husqvarna," Bianchi explains. "Four-strokes can be more controlled for both noise and emissions.

"Already we have developed the new TE610E-LT (which features a larger-capacity fuel tank and rear rack-mounted topbox) for touring, while the Super Motard is already very popular and can be used on the road. Dual-purpose and rally bikes are another avenue for four-strokes, so really, there are many, many options for the future."

Husqvarna already has a high-spec 250cc enduro thumper on the go, which is likely to be debuted by young Aussie off-road ace Ben Grabham in selected rounds of next year's FIM World Enduro Championship. Such a machine would surely pass on to wider dual-sport applications for the Italian marque.

Meantime, Husqvarna, like everyone else, has been watching in some awe the worldwide success of Yamaha's YZ400F and WR400F thumpers.

"Yamaha did a very important job, both in terms of design and marketing," says Bianchi in reaction to the bold blue Yamaha thumpers.

"This has been very important for the industry, as for in the future the two-stroke will eventually be finished."

As for combating the mid-size competition Yamaha head-on, Bianchi admits Husqvarna has a new 400cc four-stroke motocrosser on the drawing boards, but claims it will only see the light of day if the FIM restructures the World Motocross championship classes.

"Husqvarna has asked the FIM for new rules for world motocross," Bianchi explains, "in which up-to-400cc four-strokes race 250cc two-strokes, and over-450cc four-strokes race 500cc two-strokes.

"If these classes are approved, then yes, we are ready with a new bike for the smaller class."

In the shorter term, however, expect Husqvarna to maintain its prominence aboard the thundering TC610 in next year's World 500cc Motocross Championship, while also launching a brand new team in the World 250cc Motocross championship aboard Husky's CR250 two-stroke. On the other side of the fence, Husqvarna's sizeable World Enduro championship squad will, once again, be headed next year by world champ Anders Ericksson and Kiwi Stefan Merriman.

RACING IMPROVES THE BREED

A brand with a rich competition pedigree, Husqvarna sees lifting its competition profile in the United States as a means of regaining lost business in what should be its most lucrative of markets worldwide.

Today Husqvarna moves only 1000 or so units in the United States, well down from the 2500 units sold in Germany and France - its leading markets - each year.

"Husqvarna has a very serious intention to invest in the sport in the USA in coming years," Bianchi emphasises, "starting with a three-rider 125cc national team in motocross and supercross next year, as well as a two- or three-rider off-road team in the GNCCs.

"We will also be strengthening our relationship with Eraldo Ferracci. Of course he is very strong in the road scene, so we will be helping him to learn about off-road and providing him with much information, as well as Husqvarna staff from Italy, who will spend four or five months in America next year to assist the new race teams.

"Our goal in the USA is to lift Husqvarna sales over three years to 3000 units, and then eventually to 5000 units." CN

NOW YOU KNOW...

...All engine production is now completed at the Varese plant on the shores of Lago de Varese, Italy. This is the same plant used by Aermacchi to produce float-planes and hydro-planes for WWII. These factories, housed in old aircraft hangars dating back to 1935, were refurbished last December.

...The MV Agusta engine production line at Varese produces four engines per day.

...At the new Cassinetta plant (opened last December) near Varese, there are four full assembly lines, which on the author's visit in July, were producing year 2000 models Husqvarna TE610s and CR250s, the Cagiva Mito road bike, and the Cagiva Cicculio scooter.

...In a separate small building with its own short production line at the Cassinetta plant, the MV Agusta Oro (Gold) special is handmade. When MV Agusta Strada comes on-line it will be produced on one of the four main production lines at Cassinetta.

...Total maximum production capacity of the three plants is 60,000 units per year. Right now unofficial production levels is 20,000 Cagivas, 15,000 Husqvarnas and soon-to-be 2800 MV Agustas.

...Total Cagiva group employees at three factories is 530.

...The Cagiva group continues to be owned 100 percent by the Castiglioni group, but the two brothers have now divided the businesses between them. Younger brother Claudio Castiglioni owns the motorcycle business and is involved in everything to do with it 100 percent; older brother Gianfranco owns all the businesses other than motorcycles, including hotels, engineering and small metal parts.

...Cagiva purchased Husqvarna in late 1986. Production was moved from Sweden to Varese in 1988, and the 1988 Husqvarna was basically a Cagiva in Husqvarna colors. The 1989 model was the first formally new Husqvarna.

...According to Martino Bianchi, Husqvarna has no plans to develop a twin-cylinder engine.

...Husqvarna will have some 22 individual models on display at the Milan Motorcycle Show in Italy in September. New models include a SM610R super-motard racer developed from the TE610 (not TE610E like the existing Super Motard), and a new WRE50 enduro (yes, 50cc) for European countries.

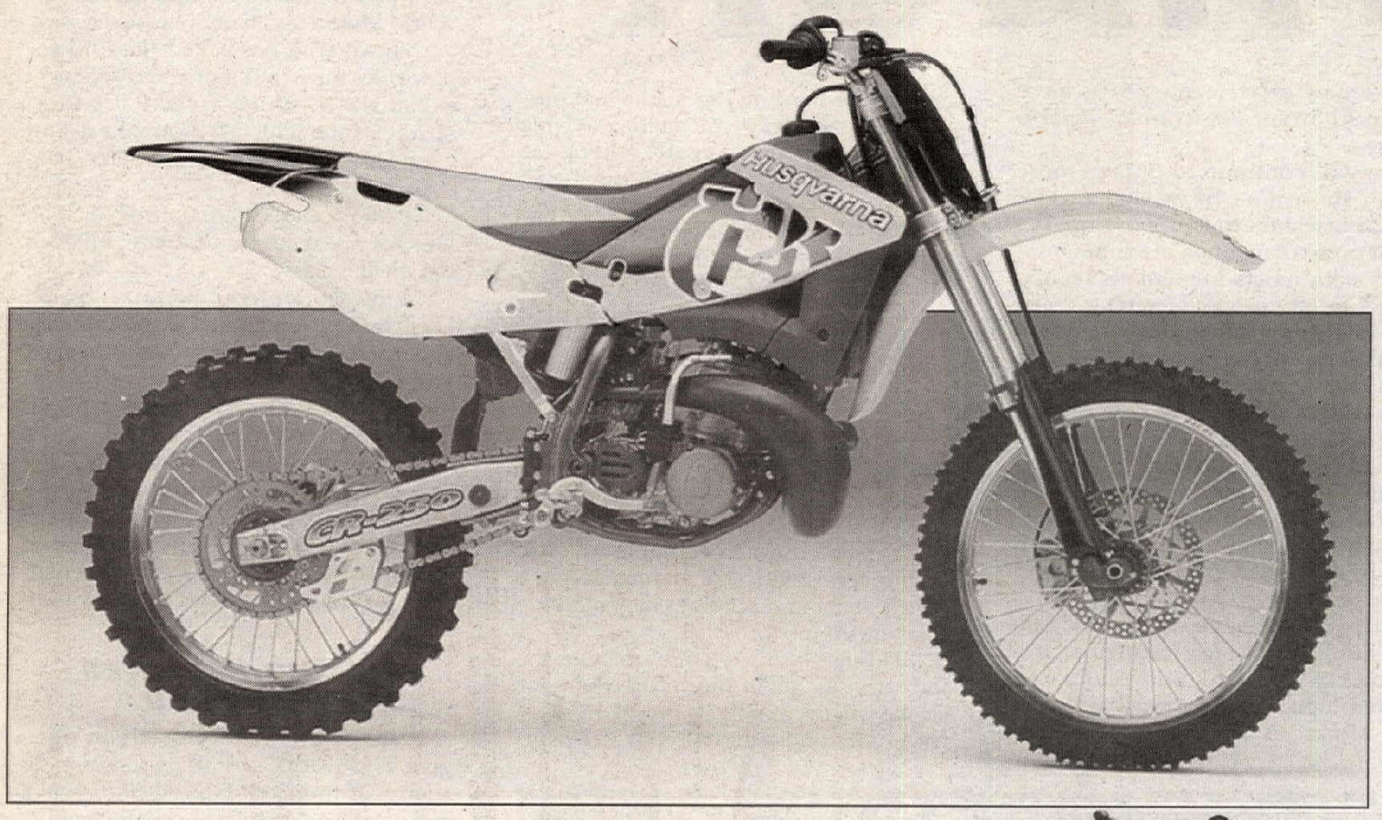
...KTM continues to be Husqvarna's archrival in most international markets. This year KTM reportedly produced around 26,000 units, compared to Husqvarna's 15,000 units. Husqvarna's production and supply woes of two-three years ago allowed KTM to gain a major advantage in the marketplace.

First Look: 2000 Husqvarna MXers

Quick, what do you think when you see the words *Husqvarna* and *motocross*? You might think *typographical error*. If you're good, you'll think *thumper-mounted '93 500cc World Champion Jacky Martens*. You probably won't think *modern-day success*, and you definitely won't think *modern-day, two-stroke success*. That is, unless you've already read the In the Wind section of this issue, in which case you're aware that a Husqvarna-mounted Alessio Chiodi just wrapped up the '99 125cc World Motocross Championship, and that GP hero Stefan Everts is considering switching to a Husky 250 for next year's attempt to regain his title.

If the Italian company has its way, you'll be associating the words *Husqvarna* and *motocross* a lot more in 2000. To encourage this mental shift, a number of updates - some major, some minor - have been made to the model-2000 Husky motocrossers you see on this page. CN

Word association



In the last few rounds of the 125cc World Championship MX Series, newly crowned champ Alessio Chiodi rode a Husqvarna with the sleek, reshaped bodywork you see here on the new CR125 (above) and CR250 (left). The design is by *Signore* Galluzzi, who also styled the Ducati Monster, and is no doubt intended to eradicate the cobby feel of many past Husqvarnas (Husky's Rob Keith calls the bikes "much narrower, front to rear"). Other than the plastic, the updates are rather minor. All the two-strokes get bigger radiators; increased front-suspension travel (from 285mm to 300mm); stiffer swingarms; new front and rear hubs and disc rotors; and different valving for the rear shock. Motor updates include a new connecting rod for the 125, a revised piston and clutch for the 250, and an updated crankshaft for both. Prices remain the same as in '99, at $4999 for the 125 and $5679 for the 250.

The biggest news for the Husky four-strokes (like the MX-oriented TC610, right is a new two-into-one exhaust system, replacing the dual pipes of the older model. The thumpers also enjoy the same new discs and hubs. Price has yet to be established on the four-strokes.

The Ty-tle Clincher

Ty Davis leaves no doubt who's king of the outdoors, adding yet another title to his off-road mantel by clinching the '99 AMA Acerbis National Enduro crown at Indian River, Michigan. Davis' championship comes with two rounds still to go, and caps an awesome season that's seen the Montclair Yamaha YZ250-mounted pilot dominate the series from the very first race. Congratulations, Ty, and thanks for a tremendous year!

AMA 1 National Enduro CHAMPION 1999

Professional rider depicted during closed-course event. Do not attempt these maneuvers. Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF Rider Course, please call 1-800-446-9227. Do not drink and ride. It is illegal and dangerous. ©1999 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630). For the Yamaha dealer nearest you, call: 1-800-88-YAMAHA. Visit our website at www.yamaha-motor.com.

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Inside Kurt and KTM's Kingdom

Former GP racer Kurt Nicoll discusses his new direction in racing, as well as KTM's new direction with its all-new four-stroke MXers.

By Andrew Clubb
Photos by Alex Hodgkinson and Andrew Clubb

Following the worldwide resurgence in four-stroke dirt bikes sparked by Yamaha's YZ400F, Austrian manufacturer KTM wasted little time in climbing aboard the thumper bandwagon and developing a high-spec four-stroke motocrosser of its own.

At the Austrian round of last year's World 500cc Motocross championship in May, a high-level meeting of KTM's top-brass gave the four-stroke program the green light, and thus the 520SX was set to be born, with former longtime GP racer Kurt Nicoll given the job of managing KTM's brand new four-stroke motocross team for the '99 season.

A former four-time runner-up in the World 500cc Motocross championship, and a seven-time British championship winner, 34-year-old Nicoll had his work cut out in just getting his team to the start line for this year's opening GP in France in April.

While initial prototypes of the new four-stroke offered immediate and obvious signs of the bike's potential, their fragility made headlines through the GP paddock.

And while the lightweight and potent new 520SX thumper race bikes of Swede Peter Johansson and former world champ Kiwi Shayne King have endured their share of niggling mechanical glitches this season, they have also done their fair share of winning. The KTM duo have won seven GP motos between them in the nine rounds of the championship to the time of writing, putting Johansson second and King sixth in the world title chase.

In tandem with the motocross effort, Italian enduro stars Giovanni Sala and Mario Rinaldi recently finished tied in points at the top of the 400cc class in the World Enduro championship, mounted aboard 400cc versions of the new KTM thumper - complete with electric-start.

Now, as the 2000 model year looms, KTM is gearing up to unleash its new generation four-strokes to an eager and enthusiastic public keen to sample a taste of Austrian four-stroke thunder.

Both motocross and enduro-spec KTM thumpers will be released later this year, in both 400 and 520cc capacities, remarkably, little more than 18 months after the KTM four-stroke project gained the green light, as team KTM boss Kurt Nicoll confirmed in this interview on the eve of the Luxembourg 500 GP on August 8.

Q First up Kurt, as a successful GP racer yourself, when and why did you make the move to team management?

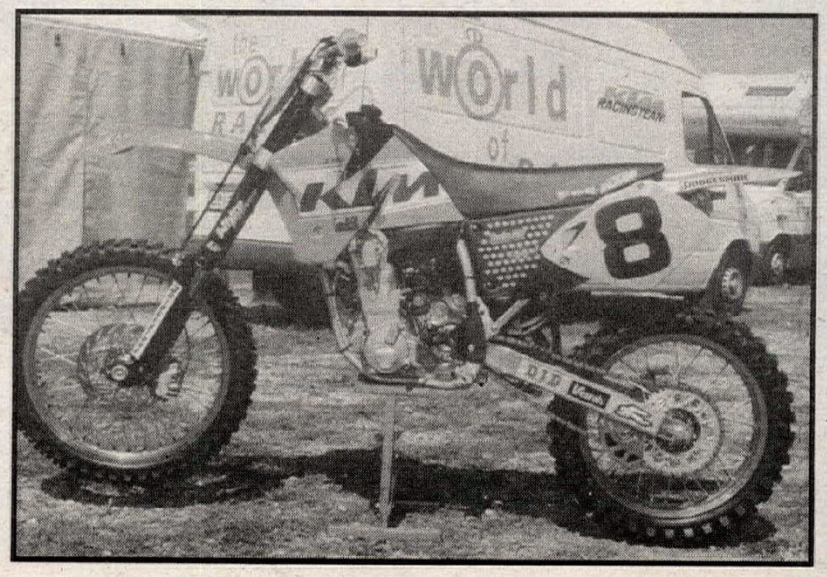
A I suffered an elbow injury coming into the '98 race season, and that basically ended my racing career. So I started going to the GPs that year to help Shayne King, as we would have been teammates were it not for the elbow injury. Midway through that season the opportunity came up to form a new team with KTM and its new four-stroke for the '99 season, for which I was appointed team manager.

Q Why were you chosen for the team manager's job?

A I have very good relationships with all the people at KTM, having raced for them for so many years, and it just seemed quite logical at the time that if we were going to form a new team, with a new bike, then I would be the manager.

Q How excited were you by the thought of working on the new KTM four-stroke project?

A Honestly, that was the whole thing that most attracted me to the team. The new bike is obviously



so important to KTM, and this team has had the full backing of the factory straight away. I did a lot of the testing myself (last year) over the winter, and truly, a lot of the first tests were a disaster. But through it all you could see the potential of the new bike. Still, it certainly hasn't been all smooth sailing. At times through the winter we had to wonder if we were even going to make it to the grid. Right up to the first GP there were some uncertain times, but thankfully it has gone full-circle since then.

Q Tell us about the structure of KTM's four-stroke motocross race team.

A The race team is based at KTM's factory at Matighofen in Austria, while at the GPs, the team operates out of a semi-trailer truck, which is a new addition for KTM. We purchased the truck from the Red Bull Yamaha GP road-race team, and then totally refitted it inside. It wound out costing around $200,000. Right at the start of the season we were struggling to run with even two engines, but now with the motor sorted out, we've got six engines. The riders have two race bikes each, as well as a practice bike each, which is a new development. In the beginning the guys didn't have practice bikes.

Each rider has one full-time mechanic, while we have a WP suspension specialist, another technician responsible for the engines, another technician who specializes in the frames, and then there's chief engineer Toby Gustavsson from KTM, who has overall responsibility of all the mechanics. Back at the factory, KTM's R&D department has been very involved in the overall four-stroke project, and I couldn't even begin to list how many engineers there have been involved. They literally worked flat-out on the four-stroke over the winter.

Q When was the decision made, and by whom at KTM, to develop a brand-new four-stroke line?

A The decision was made in early '98, by the managing director and the sales staff of KTM. They were the first to say "we need a new four-stroke." The decision to then immediately go racing with the new bike was made in a meeting at the Austrian 500 GP in May '98, and from then we were all-go.

Q When were the first prototype new four-stroke motors produced?

A The first running prototype came on-line in July '98, when myself and Lance Smail from the U.S. rode the new bike in Czechoslovakia and Germany.

Q What was your reaction as a rider to those first prototypes?

A You could really, really feel the potential-even though it didn't have enough power and broke just about every time we even sneezed near it. As a rider who had ridden two-strokes all his life and never really gotten on with heavy four-strokes, I could really feel the potential of a lightweight four-stroke. It felt like a regular motocross bike, with a really tractable engine. Lance, too, was impressed. He had a lot more four-stroke experience than I and really felt the potential of the bike straight away.

Q What influence did KTM's ownership of Husaberg and the Husaberg engine design have in the design of the new KTM four-stroke?

A The first motors were built with Husaberg cylinder heads, and we even raced until the third GP with the Husaberg cylinder heads. And really, that jumped the program forward by such a huge time frame. If we had been looking at designing a brand-new cylinder head from scratch, we'd have been months and months further down the line. The cylinder head on the bike now evolved from the Husaberg.

Q When were the first fully KTM motors produced?

A For the fourth GP this year - in Italy in May.

Q What are the current capacity, weight and power output of the 520SXs raced by Johansson and King?

A The bikes have been about 512cc throughout. We tried bigger, but we've found 512cc to be the best compromise. The bikes weigh in at 106kg (233.2 pounds) through technical control at a GP - that's our running weight. And the best power figure we've had is 66 hp.

Q Have other riders besides Johansson and King been used for R&D input?

A No, nobody else - other than myself and Lance Smail in the very early part of the program.

Q As light and fast as the new bikes obviously are, the team has clearly been enduring some niggling mechanical problems this year?.

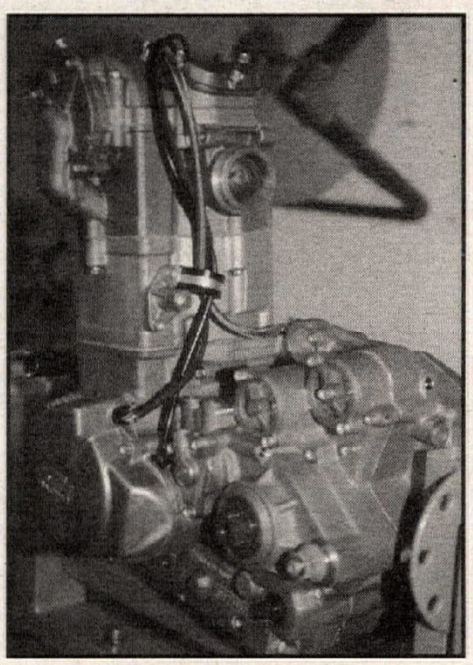
A Oh yeah, we have.

Q What was the problem that caused Johansson not to score any points at round three in Austria?

A In Austria we had an oil-pump problem. Were it not for that, Peter would have won both motos there and would be leading the world championship now.

Q And what of round five in the Czech Republic GP? Four DNFs for the team must have been a very black day.

A In Czecho, well, the engines broke, simple as that, and we had four DNFs. That was pretty miserable. And it's not like we weren't expecting days like that to happen, because we were, but when it does, it's just so disappointing. And before that round Peter had won in Italy and we thought we had everything cured, but that's racing.



Q What was the reason for the failure of Johansson's bike on the last lap of the second moto of round nine at Namur?

A A screw broke off the auto-decompression control, and then made its way into the timing chain, but thankfully Peter was just 20 meters from the finish line! Still, it's fair to say the engine is still very new. It's not even due for production for another five months. The auto-decomp screw was the first time we had broken one, so now we've strengthened it. It's a continual learning process.

Q Has the factory been under pressure to meet production deadlines for inclusion of the new four-strokes as 2000 production models?

A From what I can see, the factory appears to be well on schedule. There doesn't seem to be any major problems. I think our bikes now represent about 90 percent production-spec on our engines, so I don't think there's too much pressure for the factory to meet its deadlines. The first week of production is about the third week of November.

Q For the KTM customer, what differences will he see between the KTM four-stroke he buys next year and the bikes raced now by Johansson and King?

A He won't see that many differences. We've got 48mm front forks, while he'll get 43mm upside-downers, but the internals are very similar. We have double-adjustment on the shock, whereas the production bike only has one. Really, they're only small differences, and the production bikes will be very similar. As I said, we're on a 90-percent production base with our engines. Sure, we have trick valve springs, and things like that, but they're very small changes. The engine basically is production.

Q Has the development of the enduro-spec 400 and 520cc KTMs been in parallel with the motocross team?

A Yes. The motocross bikes came first, and the enduro teams received their equipment slightly later, from the second round of their world championship I believe. Overall though, the two efforts are run parallel. The enduro squad doesn't have a race department as such, and instead run completely off KTM's R&D department.

Q Have your motocross race bikes had electric-start fitted at all?

A No, never. The bikes are dead-easy to start anyway, while the starter motor and battery adds up to about 2.5 kilos in weight.

Q Tell us about KTM's reaction to the success worldwide of Yamaha's YZ and WR 400 four-strokes.

A The worldwide sales of the Yamaha has obviously inspired KTM in launching its new four-stroke range. The interest now by younger riders in four-strokes has certainly been sparked off by Yamaha, and they did a very good job with their marketing, and their race teams, and the successes of Doug Henry in the United States. But when their production bike came out, you couldn't even see one screw on it that looked like their factory bike. I think we have done an equally good marketing job with our race team, but when our production bike comes out it will be a tough job to find different screws on it. We've done it a different way in that KTM customers will be able to buy the bike we've been racing.

Q Is it correct that in the year 2003 two-strokes will be banned, due to emissions, from public roads in Europe, thus placing increasing importance and prominence on four-stroke machines?

A As far as I know, that is not a fact - yet. But sure, there are guys at KTM working day and night on two-stroke emissions. And there is a law in California, of course. I think it's still a case of waiting and seeing. But still, four-strokes are obviously critical to the future of all manufacturers.

Q So where to from here? What plans are there for the KTM race team in the year 2000?

A Next year the KTM four-stroke will be ridden by Joel Smets and Peter Johansson in the World Championship, while Shayne King is going to the U.S. to race on the four-stroke. We are also launching a high-class 125cc team next year, to spread interest in the KTM product range across more classes than just the new four-stroke.

Q Finally, does KTM have an agenda concerning the future structure of the World Motocross championships? There's a lot of conjecture as to what format the motocross GPs should take.

A We very much support the idea of triple-header GPs, with all three classes - 125, 250 and 500 - all running on the same day. Sure, I see numerous problems in the way those events will run. Even here at Luxembourg with two classes we have a program running from 9:30 a.m. to 7 p.m., so the structure of the races can't work the same. But eventually, this is the way KTM, and myself, see it should go. As a racing company we can much more easily control our racing activity if we have all three classes on the one day, and the events would become much bigger with greater benefits to all concerned. CN

Round 14: Circuit Saint Joseph

FIM WORLD CHAMPIONSHIP 250cc MX SERIES

Bolley on fire

Frederic Bolley (5) closed the gap on series points leader Pit Beirer by winning both motos at the 250cc MX GP in Belgium.

By Geoff Meyer

NISMES, BELGIUM, AUGUST 22

This one is surely going down to the wire.

In front of 18,000 screaming spectators, Frederic Bolley scored one of the most important victories of his career, winning the Belgium Grand Prix and putting himself in good position to win his first FIM World Championship. By topping both motos, Bolley closed the gap tremendously on series leader Pit Beirer. With just two races left in the series - the next round in Germany and the grand finale at Budds Creek - Bolley is now a mere three points adrift the German and has momentum on his side.

At Nismes, Beirer, who went 6-2 on the day, was showing the strain of riding with the title target on his back, riding perhaps a little over the edge, doing anything he could to protect his quickly evaporating series lead.

"I'm scared to race with him," Bolley said. "He's riding like a mad man. If I have to ride like that, then I have a problem. I don't need the championship that much."

Mickael Pichon, who claimed second place overall in Belgium, was also critical of Beirer's erratic riding.

"In the second moto he was just crazy," Pichon said. "I wanted to catch him to take the second place, but I saw a few things and thought it was best to just stay away."

Beirer himself, however, was a little less concerned about his riding style, although his points lead is a worry.

"I rode to my limits," Beirer said. "I only crashed once and that was because (Mickael) Maschio and I got into the same line and collided. It was not my mistake completely. I wanted to leave this place with a 20-point lead. It turns out I have just three points. Still, I lead the championship, and that's important."

The championship points race was not the only big topic of the day. The return of four-time World Champion Stefan Everts, following a preseason injury, put him right in the middle of the action. It was, in fact, Everts who gave Beirer the most trouble in the first moto. Everts raced past a slightly shocked Bolley and set out after Beirer, who had taken the lead. It was a move that gave Bolley chills.

"I thought for a second, 'What are you doing?'" Bolley said of his Radson Honda teammate. "I realized, though, that Stefan was going after Beirer. Stefan is a professional and I knew he would help me, and he did."

Everts hunted down Beirer and then forced the German into a mistake, which dropped him back to seventh place where he would then crash into Maschio, dropping him back another position. Everts would later move over and

(Left) A couple of falls in the first moto cost Beirer valuable points.
(Right) Ryan Hughes posted strong 3-4 moto finishes in Belgium, closing the gap on David Vuillemin in the series point standings.

let Bolley ride past him and into the lead. Everts stayed back in third place, keeping watch for Beirer.

It all started early in the first moto when Beirer, who had won both motos on this very track at the Motocross des Nations in 1997, shot into the early lead. Many were expecting Beirer to run away again, but Pichon, Everts and Bolley had other ideas.

While Bolley watched from a safe fourth place, Pichon and Everts nipped at the leader's heels turn after turn, and Beirer would eventually fold under the pressure. Beirer's Kawasaki slid out from underneath him and by the time he remounted, many riders had already passed him. The fall by Beirer put Pichon into the lead, Everts into the runner-up position and Bolley into third. Leon Geisber filed into fourth, followed by Maschio, Ryan Hughes and Josh Coppins.

It was shortly thereafter that Bolley decided to make his move. His teammate Everts gave him free access into second, while Pichon put up a weak fight before giving way to Bolley.

Meanwhile, Beirer worked his way back up to seventh when he had his get-together with Maschio.

"I had the inside line and Beirer just came charging through and hit me," Maschio said with an angry expression on his face. "He rode into me."

Beirer got up quickly, losing one position, but the same could not be said for Maschio, who dropped to 17th place.

Meanwhile, Hughes had taken over fourth place, but all was not well with the lone American.

"I got hit in the face with a rock by Everts," Hughes said. "It knocked my tooth out and I had to slow down a little. I just had to fight on though. I did not want (David) Vuillemin to get by me, that's for sure."

The French Yamaha rider, Vuillemin, who had climbed up from a 15th-place start, could not come to terms with the rough Nismes track.

"This track is so rough," he said. "All you're doing is winding the throttle and then jumping. You land with such force, it is very tough on the bike and the body. I could see Hughes up ahead and knew we are fighting for third place in the championship, so I just had to take some chances."

After 15 laps, it was still Bolley ahead of Pichon and Hughes, who had moved past a tiring Everts.

"I was getting arm pump and just had to let Hughes by," Everts said. "I could've maybe tried to hold on, but it was not important if he got me. Maybe if Beirer would have come nearer I would have fought a little harder."

With a clear track Bolley went on to win by two seconds ahead of Pichon, followed by Hughes, Everts and Vuillemin.

The second moto saw Yamaha-mounted Alessandro Belometti pull the holeshot ahead of Pichon, Beirer, Vuillemin and Maschio.

It was not long, however, before the top riders blew past Belometti; by the end of lap one the Italian Yamaha rider was already in sixth place and getting pressure from seventh-placed Everts, who would eventually ride past the Italian.

Hughes was mired in the pack back in 10th place.

Up front, Pichon had moved into the lead, but Bolley - with the title very much on his mind - closed in on the Suzuki rider and began pecking away at the leader.

"I could see Bolley," Pichon said. "I was having trouble with the feel for the tires, and I really had to fight to keep the wheels in a straight line. It did not make it any easier with Bolley coming."

Pichon eventually gave way to Bolley - on lap five - and the Honda rider would never give it up.

Elsewhere in the pack, Vuillemin was making his move, until the spokes in his front wheel started to give out.

"I lost several spokes and it was impossible to continue," Vuillemin said. "I just overjumped the jump before the finish line and landed really hard."

As the race wore on, Bolley continued to lead the way clear of Pichon, who soon had Beirer on his tail. Beirer eventually got around Pichon and settled into second, but had no chance of catching the long-gone Bolley. Hughes worked his way up to the lead group, followed by Coppins. Everts circulated the track back in seventh.

"I got really tired and near the end was just chasing Coppins and getting a little out of shape," Everts said. "I'm not too disappointed, I wanted a podium here, but all in all it's going very well."

"I knew I needed to get some points on Beirer here," Bolley said. "We go to Germany next week and Pit will be pumped to win on his home track. I feel confident to take the championship though, no worries." **CN**

(Left) Mickael Pichon is adapting to his new works Suzuki quickly. He went 2-3.

Circuit Saint Joseph
Nismes, Belgium
Results: August 22, 1999 (Round 14 of 16)

MOTO 1: 1. Frederic Bolley (Hon); 2. Mickael Pichon (Suz); 3. Ryan Hughes (Hon); 4. Stefan Everts (Hon); 5. David Vuillemin (Yam); 6. Pit Beirer (Kaw); 7. Josh Coppins (Suz); 8. Brian Jorgensen (Suz); 9. Leon Geisbers (Suz); 10. Gordan Crockard (Hon); 11. Mark Jones (Hon); 12. Marcel Van Drunen (Yam); 13. Mickael Maschio (Yam); 14. Mark Eastwood (Hon); 15. Philippe Dupasquier (Hon).

MOTO 2: 1. Frederic Bolley (Hon); 2. Pit Beirer (Kaw); 3. Mickael Pichon (Suz); 4. Ryan Hughes (Hon); 5. Josh Coppins (Suz); 6. Mickael Maschio (Yam); 7. Stefan Everts (Hon); 8. Leon Giesbers (Suz); 9. Mark Jones (Hon); 10. Brian Jorgensen (Suz); 11. Alessandro Belometti (Yam); 12. Philippe Dupasquier (Hon); 13. Mark Eastwood (Hon); 14. Gordan Crockard (Hon); 15. Jussi Vehvilainen (Hon).

O/A: 1. Frederic Bolley (Hon); 2. Mickael Pichon (Suz); 3. Ryan Hughes (Hon); 4. Pit Beirer (Kaw); 5. Stefan Everts (Hus); 6. Josh Coppins (Suz); 7. Leon Geisbers (Suz); 8. Brian Jorgensen (Suz); 9. Mickael Maschio (Yam); 10. Mark Jones (Hon); 11. David Vuillemin (Yam); 12. Gordan Crockard (Hon); 13. Alessandro Belometti (Yam); 14. Philippe Dupasquier (Hon); 15. Mark Eastwood (Hon).

FIM WORLD CHAMPIONSHIP 250cc MX SERIES POINT STANDINGS (After 14 of 16 rounds): 1. Pit Beirer (396/2 wins); 2. Frederic Bolley (393/6); 3. David Vuillemin (329/2); 4. Ryan Hughes (328); 5. Marnicq Bervoets (267/3); 6. Mickael Maschio (248); 7. Josh Coppins (234); 8. Leon Geisbers (173); 9. Remy Van Rees (164/1); 10. Alessandro Belometti (116); 11. Gordan Crockard (102); 12. Mark Jones (88); 13. Brian Jorgensen (82); 14. Mark Eastwood (76); 15. Paul Cooper (68).

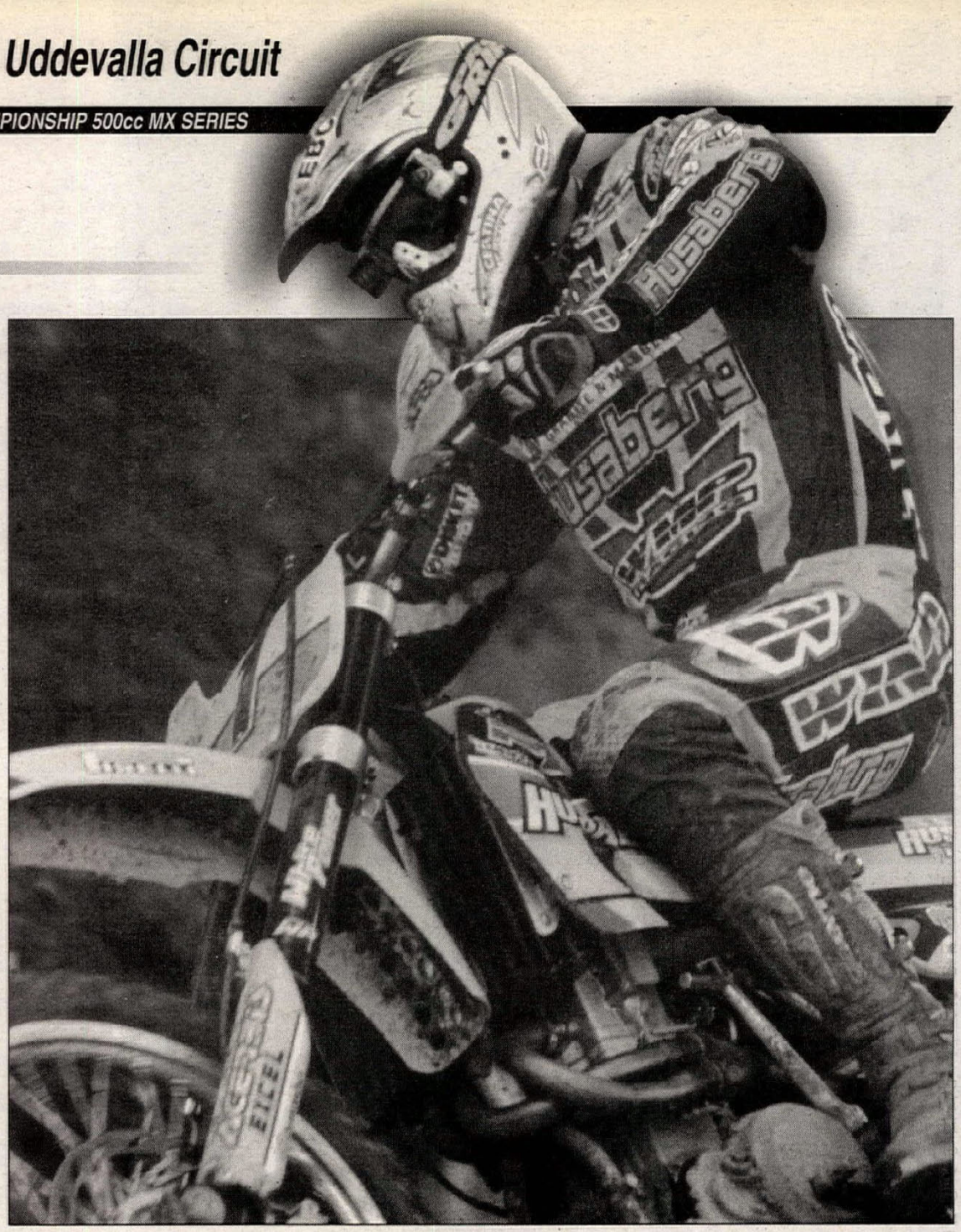
Upcoming Rounds:
Round 15 - Gaildorf, Germany, August 29
Round 16 - Budds Creek, Maryland, September 12

Round 11: Uddevalla Circuit

FIM WORLD CHAMPIONSHIP 500cc MX SERIES

small consolation

File photo By Alex Hodgkinson



A desperation pass by Joel Smets (1) stole the overall victory from Andrea Bartolini, but the Italian rider probably wasn't too upset; with just two rounds left, he leads the points chase convincingly.

UDDEVALLA, SWEDEN, AUG. 22

Joel Smets was the winner of the Swedish GP with a heart-stopping outside pass in the final corner, but it was Andrea Bartolini who inched even closer to becoming Italy's first 500cc MX World Champ. The Belgian Smets is a three-time champion himself, but with bike troubles this year and time running out, he'll have to settle for winning rounds.

MOTO 1

The start was hectic as Yamaha four-stroke-mounted Bartolini sliced across Smets and knocked title rival Peter Johansson off the track. "My front wheel lifted out of the gate, and I went to the left," admitted Bartolini.

"I thought we were all going down," said Smets. "I grabbed the brakes, and Andrea lost control. He didn't do it on purpose."

The drama left Demaria in front with Van Wessel, Burhnam and Bartolini following. Smets was already back in fifth after one lap, and KTM's Johansson was 15th. The Swede found it difficult to advance in the early laps, and didn't move to seventh until the race was 20 minutes old. A fall by Bartolini 5 minutes earlier gave hope, but the Italian, continuously looking back to Johansson, was always able to keep him off his rear wheel.

Smets took the lead eventually, and this time his Husaberg held on to the finish. The moto's hero, however, was Great Britain's Christian Burhham, who earned a delighted career-best in the country where he was Junior Champion 11 years ago. "I was physically shattered after 30 minutes," said the Honda rider, "but I wasn't going to let that one go. I've never raced that fast before in my whole life. It was a great feeling, and I want more!"

Willie Van Wessel crashed midrace: "I could see I was going to land with the wheels in different ruts, and I let go."

Rob Herring was sixth after chasing the leaders for most of the race. "I had to take it easy in the final laps after I fried the clutch," he said.

Shayne King, who went downfield from an early sixth to 15th, said, "I had no third gear most of the race, and kept finding neutral as I changed from second to fourth."

MOTO 2

Bartolini chose a middle spot on the gate, next to first-moto holeshotter Demaria, and it worked. "It was too hectic on the inside in race one, so I decided to change," he said. "I got a perfect gate, and could pull across to the inside of the turn."

Once again, however, other riders were less than pleased with his starting technique. "Andrea cut right across me," said King. "I had to turn before the corner, and Peter (Johansson) hit me." Dead last, 46 seconds behind 15th on lap one, the Kiwi eventually finished 16th.

Up front, Johansson was quickly second to Bartolini, but hopes of a head-to-head duel evaporated on lap two when the front wheel of the KTM tucked under in a turn. The cool Swede thought quickly, and bump-started on the following hill rather than risk trying to kickstart the warm motor. From 12th, he put on a fantastic ride back to second - until the final corner. Smets had been passed on the way, but the Belgian knew that only second would give him the win on the day. In a tremendous surge, he stormed around Johansson in the last turn to clinch the overall honors. Behind them, Burnham lost another top-six finish when his front fork seized solid. **CN**

Uddevalla Circuit
Uddevalla, Sweden
Results: August 22, 1999 (Round 11 of 13)

MOTO 1: 1. Joel Smets (Hbg); 2. Christian Burnham (Hon); 3. Andrea Bartolini (Yam); 4. Peter Johansson (KTM); 5. Yves Demaria (Hus); 6. Robert Herring (Hon); 7. Miska Aaltonen (Yam); 8. Jochen Jasinski (Hon); 9. Jonte Engdahl (Hon); 10. James Marsh (KTM); 11. Trampas Parker (KTM); 12. Andreas Dygd (Yam); 13. Willie Van Wessel (Hus); 14. Mats Andreasson (Hon); 15. Shayne King (KTM).

MOTO 2: 1. Andrea Bartolini (Yam); 2. Joel Smets (Hbg); 3. Peter Johansson (KTM); 4. Miska Aaltonen (Yam); 5. Willie Van Wessell (Hus); 6. Alessandro Puzar (Yam); 7. Jochen Jasinski (Hon); 8. Jonte Engdahl (Hon); 9. Francisco Garcia (Yam); 10. Avo Leok (KTM); 11. Christian Burnham (Hon); 12. Bernd Eckenbach (Hus); 13. Erwin Machtlinger (Hon); 14. Joakim Eliasson (Yam); 15. Miroslav Kucirek (Hon).

O/A: 1. Joel Smets (Hbg); 2. Andrea Bartolini (Yam); 3. Peter Johansson (KTM); 4. Miska Aaltonen (Yam); 5. Chris Burnham (Hon); 6. Jassinski Jochen (Hon); 7. Willie Van Wessell (Hus); 8. Yves Demaria (Hus); 9. Alessandro Puzar (Yam); 10. Rob Herring (Hon).

FIM WORLD CHAMPIONSHIP 500cc MX SERIES POINTS STANDINGS (After 11 of 13 rounds): 1. Andrea Bartolini (316/3 wins); 2. Peter Johansson (257/4); 3. Yves Demaria (219/1); 4. Joel Smets (215/3); 5. Alessandro Puzar (173); 6. Francisco Garcia Vico (166); 7. Shayne King (164); 8. Miska Aaltonen (153); 9. Chris Burnham (121); 10. Trampas Parker (118); 11. Rob Herring (103); 12. Darryl King (99); 13. (TIE) Erwin Machtlinger/Willie Van Wessel (97); 15. Jochen Jasinski (89).

Upcoming Rounds:
Round 12: Kouvola, Finland, August 29
Round 13: Lierop, Holland, September 5

FIM World Championship 125cc MX Series
Round 12: Haenchen Circuit

Late surge

HAENCHEN, GERMANY, AUG. 22

While the title contenders played it conservative in the penultimate round of the series, Grant Langston - normally off the podium - seized the opportunity to notch his first win of the season in Germany. The South African dominated with dual-moto wins, while points leader Alessio Chiodi cruised to fourth overall via 3-5 placings. Chiodi - a Husqvarna pilot - is chased in the standings by fellow Italian Claudio Federici, but a lingering hand injury prevented the Yamaha rider from capitalizing on Chiodi's average ride. Federici went 9-3 for fifth on the day, actually losing a few points on his rival.

"I tried hard to race, but it was very difficult," lamented Federici. "I am very disappointed because it meant I could not race with Chiodi." **CN**

Haenchen Circuit
Haenchen, Germany
Results: August 22, 1999 (Round 12 of 13)

MOTO 1: 1. Grant Langston (KTM); 2. Jaimy Scevenels (KTM); 2. Alessio Chiodi (Hus); 4. James Dobb (Suz); 5. Steve Ramon (Kaw); 6. Mike Brown (Hon); 7. Carl Nunn (Yam); 8. Jonny Lindhe (Suz); 9. Claudio Federici (Yam); 10. Jeff Dement (Hon); 11. Luigi Seguy (Hon); 12. Davy Goovaerts (Yam); 13. Frederik Werner (Hus); 14. Patrick Caps (Hon); 15. Petri Jarvela (Yam).

MOTO 2: 1. Grant Langston (KTM); 2. James Dobb (Suz); 3. Claudio Federici (Yam); 4. Steve Ramon (Kaw); 5. Alessio Chiodi (Hus); 6. Mike Brown (Hon); 7. Jonny Lindhe (Suz); 8. Jeff Dement (Hon); 9. Luigi Seguy (Hon); 10. Patrick Caps (Hon); 11. Thomas Traversini (Hus); 12. Davy Goovaerts (Yam); 13. Luca Cherubini (Yam); 14. Frederik Werner (Hus); 15. Antti Phrhonen (Hus).

O/A: 1. Grant Langston (KTM); 2. James Dobb (Suz); 3. Steve Ramon (Kaw); 4. Alessio Chiodi (Hus); 5. Claudio Federici (Yam); 6. Mike Brown (Hon); 7. Jeff Dement (Hon); 8. Luigi Seguy (Hon); 9. Carl Nunn (Yam); 10. Patrick Caps (Hon).

FIM WORLD CHAMPIONSHIP 125cc MX SERIES POINTS STANDINGS (After 12 of 13 rounds): 1. Alessio Chiodi (375); 2. Claudio Federici (342); 3. Mike Brown (234); 4. James Dobb (187); 5. Thomas Traversini (184); 6. (TIE) Steve Ramon/Patrick Caps (166); 8. Jeff Dement (127); 9. Grant Langston (113); 10. Luigi Seguy (98); 11. Eric Cameriengo (97); 12. (TIE) Carl Nunn/Erik Eggens (88); 14. Johnny Aubert (72); 15. Luca Cherubini (71).

Upcoming Round:
Final Round - Jastrebarsko, Croatia, August 29

Briefly...

German **Bernd Eckenbach** had a strange problem in moto one: "I fell in a turn and the Roll-Offs cord on my goggles got caught in another rider's handlebars. He was dragging me down the track."

Alessandro Puzar pulled out of moto one with a sprained ankle, but apparently recovered soon after. He placed sixth in the second outing.

Other riders also incurred various aches and pains. **Rob Herring** knocked himself out in a crash. **Trampas Parker** twisted his right knee, and **Yves Demaria** broke the throttle cable when he hit a fallen rival.

Treble spells trouble

By Kevin McKenna

BRAINERD, MN, AUG. 19-22

While championship contenders Angelle Seeling, Antron Brown, and Matt Hines fumbled and stumbled their way to a trio of stunning early-round defeats, unheralded second-year rider Craig Treble constructed one of the most unlikely upsets in the history of the Pro Stock Bike class when he rode his Suzuki GSX-R to the win at the Colonel's Truck Accessories NHRA Nationals in Brainerd, Minnesota.

Up until a year ago, Treble was enjoying a successful career as one of the dominant riders in NHRA's Sportsman Motorcycle series, but when he got an opportunity to make the jump to the Pro Stock Bike division, he didn't hesitate. Treble also didn't hesitate when he had a chance to buy out his partner, Bob Read, and strike out on his own. He made his debut as a team owner a memorable one as he became the fifth different rider to win in 1999 when he stopped Dave Schultz in the final.

"This is too much for me to believe," Treble said. "Three weeks ago, I got an opportunity to form my own team, and I took it. I bought a bike from Matt Hines and went to work. We got it out of the paint shop just three days before we came up here. I've always had a goal of winning one of these races, I just never expected it to happen so soon. This bike has eight passes on it, and all eight of them were made right here, this weekend. I got a lot of breaks today when I needed them, but my bike ran flawlessly all weekend, too."

Treble ran well in qualifying with a seventh-best 7.41, and his path to the final was made considerably easier by the departure of Hines, Seeling, and Brown, who fell in a string of incredible upsets that highlighted the opening round of eliminations.

Hines, the reigning two-time class champion, was the first to go as he double-clutched his Vance & Hines Eagle One Suzuki on the starting line, and had one of the worst reaction times of his career. Hines tried his best to catch number-16 qualifier Chris Reuter, but he came up empty as Reuter crossed the finish line first with a 7.55, beating Hines' much quicker 7.35.

"Even though I was late, I thought I could catch him," Hines said. "I don't know what else to say, except that I'm getting tired of this. If we want to catch Angelle in the points, we're going to have to stop going out early like this. It's pretty frustrating, especially when you have the quickest bike in the field and you aren't winning races."

Seeling, who entered the event leading the points battle, watched Hines go out but couldn't capitalize on his misfortune as she had a late light of her own and paid the price against C.J. Smith, who won with a 7.48 to Seeling's quicker 7.40. Like Hines, Seeling was more than disgusted by her own performance.

"When Matt ran, I purposely put my head down and closed my eyes because I didn't want to see what he ran, or let it affect my concentration," Seeling said. "When I found out that he got beat, I said to myself that I had to win that round. All I wanted to do was to make sure that I didn't red-light, and I ended up squeezing the clutch lever so tight that I was late. The only reason I'm not suicidal is because Matt and Antron also got beat, so we didn't get hurt in the points."

Brown's chance to gain ground on Seeling also went away in round one when his Team 23 Suzuki wouldn't shift into second gear against Gary Tonglet, who rolled to a 7.53 for the win as Brown coasted to a stop well before the finish line.

Never before have three more heavily favored riders failed to survive the opening round, but their loss was Treble's gain. The Chandler, Arizona, racer matched his qualifying time with a 7.41 in round one to beat Steve Johnson's Ward Performance Suzuki, and in the second round, he got the best of Team Anoka-Ramsey's John Smith, a Minnesota native and a fan favorite at Brainerd. Smith hurt his engine during his opening-round win over Brian Ayers, and in an effort to make up for lost performance, red-lighted against Treble, who ran a 7.44 for the win.

Treble, who had never advanced past the semifinals in his Pro Stock career, did so with a 7.45 against Greg Underdahl, who slowed to a 7.75 when his Tas Racing entry wouldn't shift into high gear.

"Every change we've made, the bike seems to like," Treble said. "We're running a quarter of a second quicker this year than we did last year at this race, and I believe this new bike is a big part of that."

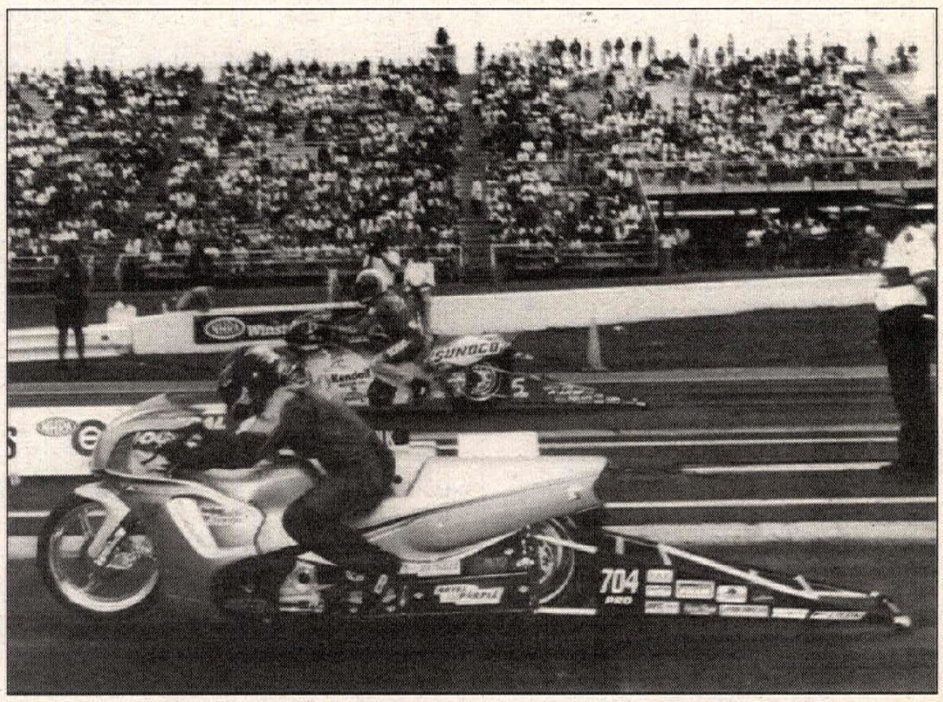
On the other side of the ladder, Dave Schultz was carving his way into his third final round in the last four races. The six-time NHRA Pro Stock Bike champion, who recently won his 43rd NHRA title in Denver, followed his 7.41 effort in round one with a pair of 7.37s against Tonglet and Tony Mullen, respectively. Heading into the final, Schultz had Treble covered by nearly a tenth of a second."

"If I'm going to beat Dave, I'm going to have to do it on the starting line," said Treble, who has been among the class's reaction-time leaders the last two seasons. "We don't plan to make any big changes to our tune-up, because I'm sad to say, we aren't going to get the bike to run a 7.37 like Dave's bike."

Schultz got away from the starting line first and, as many predicted, was well on his way to his second straight win when the transmission bug bit him as well. Schultz's Sunoco Suzuki momentarily wouldn't go into fourth gear, and as he was riding the rev limiter, Treble squeezed by for the win.

"Dave was out on me and there's no doubt he was going to get to the finish line first," Treble said. "Then I passed him, so I assumed that he must have had trouble shifting. It's still hard for me to believe that I actually won this race. I'm in a state of shock."

(Left) Former NHRA Sportsman Motorcycle champ Craig Treble scored his first National-event victory since moving to the Pro Stock category when he rode his brand-new Suzuki to the victory in Brainerd.
(Below) Dave Schultz (far lane) was well on his way to his 44th National-event title in the final round when his transmission wouldn't shift, allowing Treble (near lane) to drive by for a 7.44-7.53 victory.



Brainerd International Raceway
Brainerd, Minnesota
Results: August 20-22, 1999 (Round 9 of 14)

PRO STOCK FINAL: Craig Treble (Suz) 7.44, 177.44; 2. Dave Schultz (Suz) 7.53, 179.16.

Upcoming Rounds:
Round 10 - Indianapolis, Indiana, September 1-6
Round 11 - Reading, Pennsylvania, September 17-19

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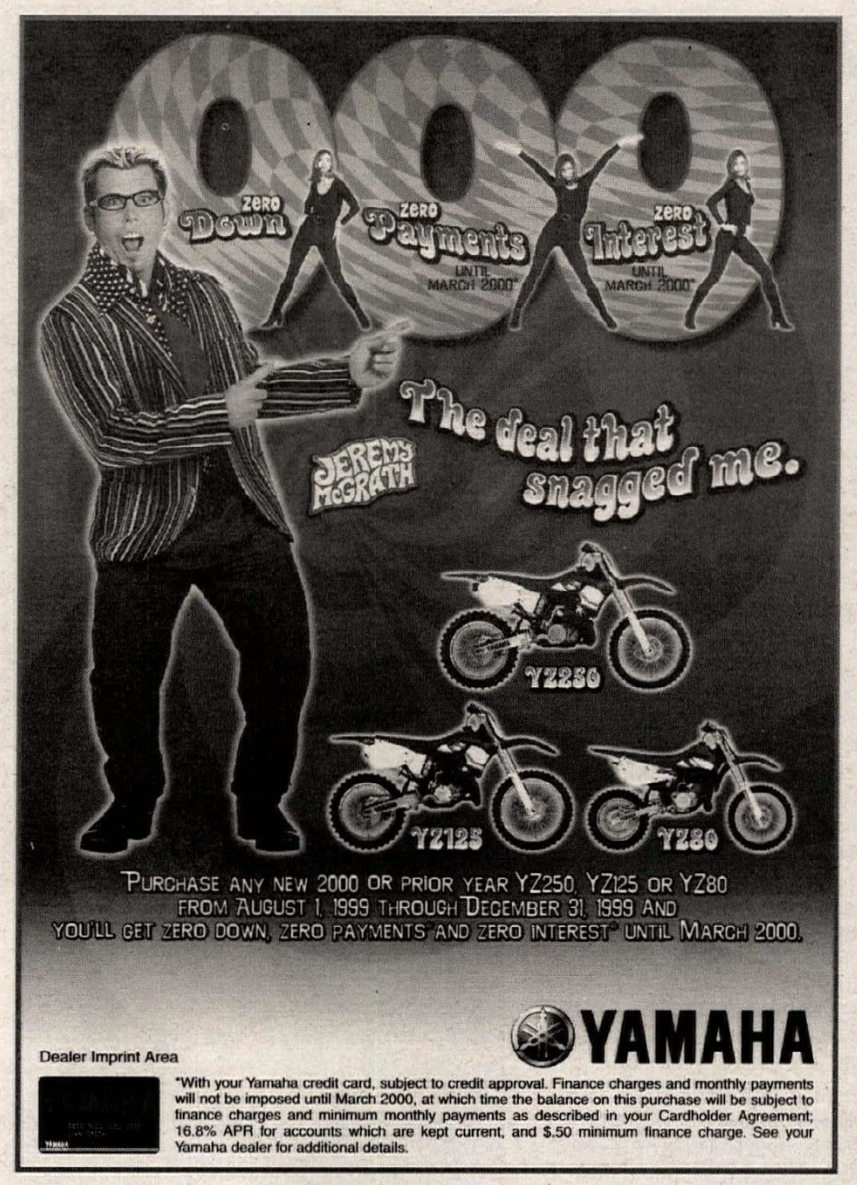

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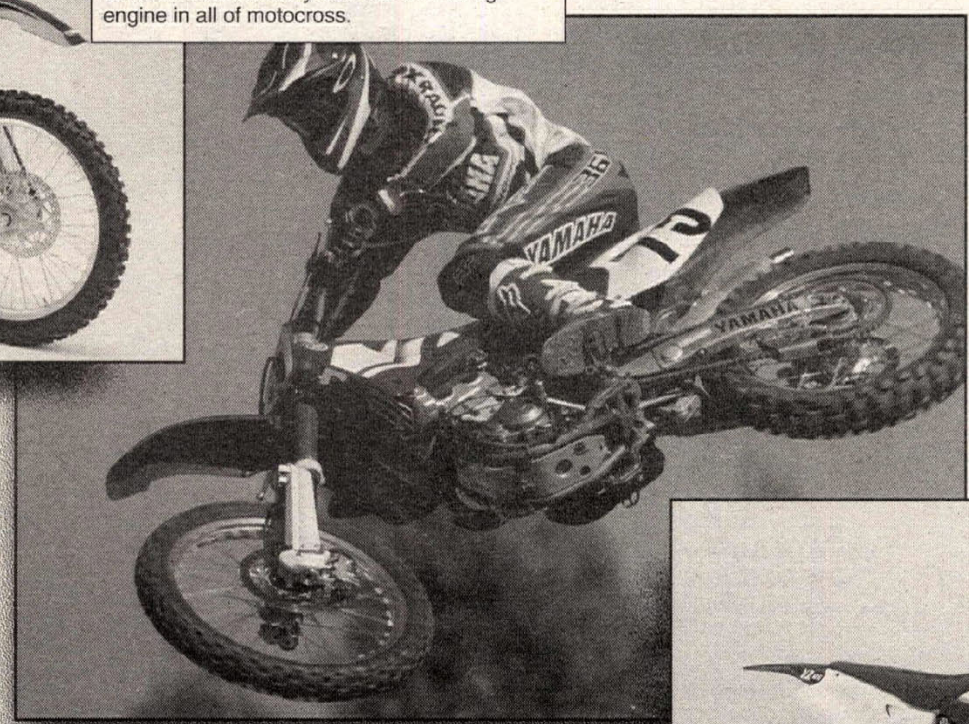
Meet the new boss: the all-new YZ426F powerplant. From its rebored cylinder and retooled internals to the larger-capacity radiator and brand-new flat-slide FCR mixer with TPS, the YZ426Fmill ushers in the new millennium as the most revolutionary and hardest-hitting engine in all of motocross.



The 2000 YZ125 gets new cylinder construction, with larger exhaust porting and a reshaped YPVS power valve that work together to bring you even greater low-and mid-range muscle, while remapped ignition timing keeps this more potent powerplant firing with optimal precision. And speaking of power, what goes best with a little boost in muscle? Hint: Weight loss, courtesy of a new aluminum subframe and suspension internals. The 125 also gets a bunch of trick chassis mods, like independent compression adjustability on the rear shock, new low-friction outer fork tubes, a reshaped steering crown, even an all-new front fender and number plate. Bigger power, better suspension, smoother shifting. This is how much more dominant a bike can get.

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30th annual Ute Cup Trial

Clear as a Bell

(Left) Ryon Bell negotiates "the bog" in section 10 en route to winning the Ute Cup Trial in Colorado. Bell cleaned every section over the course of the two-day event to finish with a perfect score of zero.
(Above) Former Ute Cup winner Mark Manniko incurred only one point over the two days of riding, good enough for second place.

By Jay Sheets

SARGENTS, CO, AUG. 21-22

Canadian Ryon Bell may have a new nickname after winning Colorado's prestigious Ute Cup: "Mr. Clean." It might be appropriate, as the Montesa-mounted Bell cleaned all 80 sections during the two-day event.

This was the 30th Ute Cup event to be held in the splendor of the Rockies. The event was hosted by the Rocky Mountain Trials Association. In the three decades of this event, there have been around 2700 entries. This weekend saw 130 entries and 129 participants. Although names such as Whaley, Schreiber and Miller may have been among them in the past, it was the everyday riders that made up the majority of the competitors. Riders from 22 different states and several different countries made the effort to attend. Scott Steinman drove all the way from Juno, Alaska.

At the end of Saturday, four riders were tied with a clean score card for both loops. Beta-mounted multi-time AMA/NATC National Trials Champion Geoff Aaron, Bell, Colorado's own Mark Manniko and Wyoming's Derek Martinson had all zeroed every section.

On Sunday, the showers were a deluge at times as the afternoon wore on. Veteran riders were always trying to get a peak at the weather moving in. Early riders such as Mark Manniko may have hoped for rain, as it might have increased the likelihood of other top riders acquiring more points. Bell, however, was not one of them, even when the weather turned really nasty.

"I was at about section 10, the mud bog, (but) it didn't really start to get wet till section 13 or 14," Bell said. "Some of the sections definitely got harder. I tried to ride as fast as I could. I think the sections were perfectly suited for today, even wet or dry. Section nine - the hardest one - got Geoff (Aaron) for a couple of points. In number 17, I nearly took a dab the last loop. I think Mark Manniko took a dab there. Both days' loops were really fun. Where I live, it rains all the time, so I'm used to it. I like riding in the rain."

Manniko, who currently holds the Ute Cup win record with four victories, wound up in second place with a single point.

"Ryon did an incredible job," Manniko said. "He had to ride a bunch of the loop in the rain that I didn't have to ride. I planned my day out. I knew that it was going to rain this afternoon - I was hoping - so I rode very fast. And I just made one mistake, and Ryon rode really well.

"The observers deserve a big hand," Manniko continued. "It's never a pleasant event to score for, and it wouldn't happen without them. It's a huge amount of work for the trials masters. It's a real big happening. It's neat to see that it's getting so popular. I think this event has as many or more riders than any of our Nationals have this year."

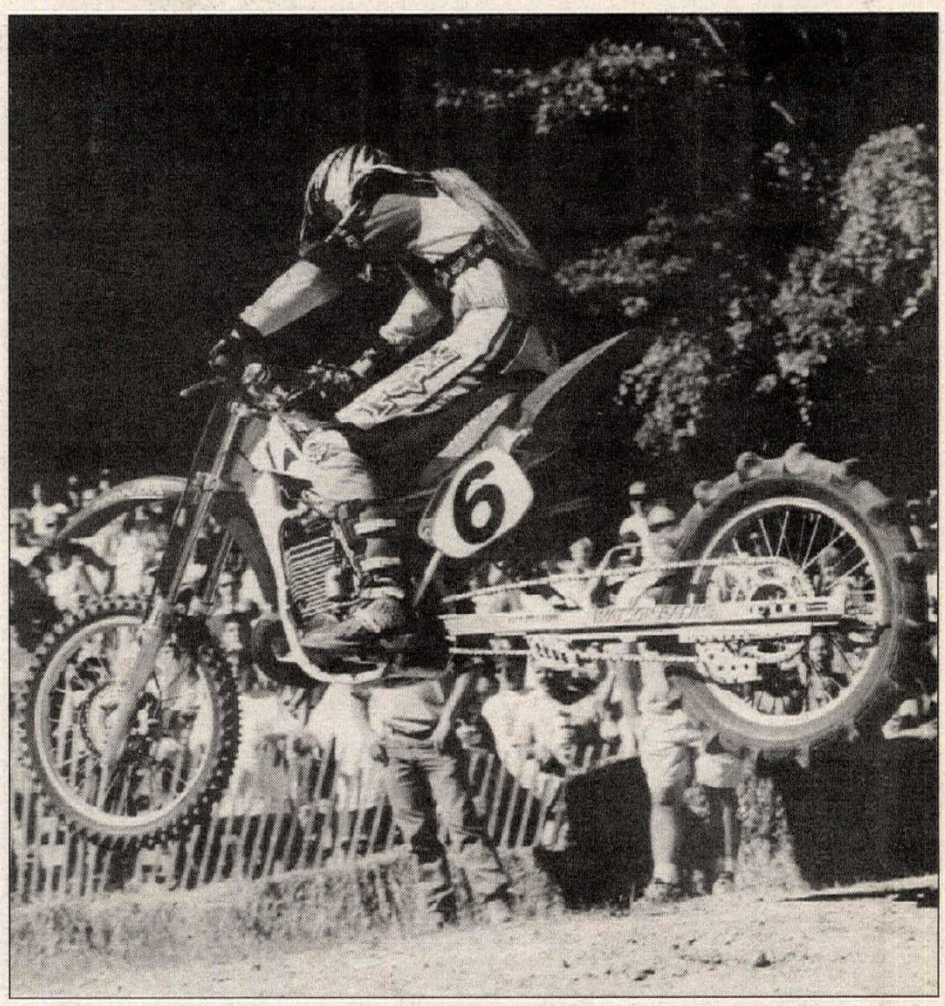
Aaron picked up a mere three marks for third overall.

"I had a pretty good idea that you had to clean the trial to win it," Aaron said. "I made a mistake early on today, and after that, the pressure was off. I had two points on the first loop and one on the second loop. I had a great time riding through the mountains, and it was my first Ute Cup, so I was glad to come and check it out." CN

Ute Cup Trial
Sargents, Colorado
Results: August 21-22, 1999

O/A: 1. Ryon Bell; 2. Mark Manniko; 3. Geoff Aaron; 4. Matt Moore; 5. Jason Carpenter; 6. Derek Martinson; 7. Zack Clemont; 8. Bill Burgener; 9. Kevin Busch; 10. George Smith; 11. Allen Guyot; 12. Loy Burnett; 13. Robert Schwenke; 14. Bruce Carver; 15. Steve Dolan; 16. Steve Morgan; 17. Guy Vangaasbeek; 18. Martin Belair; 19. Luke Matlock; 20. David Black.

McNeely, Gerencer top Poag's Hole



(Top) Scott McNeely struggled early but came back and put in a perfect ride in the new-format runoff round to win the 540cc class at the AMA National Hillclimb in Dansville, New York. (Right) The technical nature of the Dansville hill played right into the hands of Lou Gerencer, who excels when the going gets tough. Gerencer won the 800cc class with a time of 10.441 seconds.

By David and Lora Patton

DANSVILLE, NY, AUG. 15

"I took fourth place on distance? Dang, that tells you right there how tough this hill is, when you can finish fourth and not make it up the hill," marveled 540cc rider Chad Disbennett, summing up round seven of the 1999 AMA National Championship Hillclimb Series in Dansville.

It was the same for many of the Pro riders. In only three years, the Dansville event has become one of the biggest and gnarliest stops on the circuit. The tall, steep hill requires a go-for-it attitude for a top finish, and it has shaken up the points races in the last two seasons. This season, the Poag's Hole Productions event debuted a new scoring system for the race. Every rider would be allowed two runs, with the 10 fastest times heading into the final. After the first round, any rider could make one more pass to either make the final or to try out changes for the final, and that extra run would pay off big for 540cc winner Scott McNeely.

McNeely had taken a second ride to dial in the Honda he borrowed from David and Dan Watson and had experienced bike problems.

"A piece of silicone sealer plugged up the carb," McNeely said. "We changed the gearing and lengthened the frame, but I don't know how it will work. At least it happened before the final."

In the runoff, McNeely was clean over the doubles and the uphill kicker, but he backed off a little before the big jump and lost momentum. McNeely struggled up the hill, going left almost into the trees near the top, but he made it over in 16.921 seconds, the first 540 over the top in the runoff but well off Paul Pinsonnault's first-round time of 10.921. Pinsonnault missed the first event of the series, but he clawed his way back into the title chase, and a sixth or better would vault him into the lead. After John Hamilton Jr. and Ted Wilkins had tough luck in the runoff, Pinsonnault geared his bike higher and had a perfect ride going when he attacked the hill in the runoff. He hit the smoothest line all the way to the jump and had a solid landing when the bike suddenly died.

"Something let go in the bottom end," Pinsonnault said. "It still turns over, but it's not right."

Pinsonnault's seventh spot would tie him with Hamilton for the points lead.

Roger McNeely, owner of Mac's Cycle Supply, has had his best year ever on the Pro circuit despite missing the first three races, and he was only .65 seconds behind his son Scott in qualifying. Roger's run for the money was rock solid, as he kept it smooth over the jump and hit the top half of the hill, looking for horsepower. He kept his paddle tire churning for a time of 16.957 and second overall, his best finish ever.

"Today was the result of a lot of hard work and a lot of money," Roger McNeely said. "I couldn't have done this without the support of my wife, Lauren, and the help of my son Scott and the Watsons."

Charlie Roberts was up right behind Roger McNeely on the Fire Hill Foods/Allentown Cycles/Wiseco-back-ed Kawasaki, and Roberts used all of the hill, all of his horsepower and a ton of determination to finally reach the top in 22.284 seconds for third overall.

"This has been a great day," Roberts said. "My first ride, I crashed and had to get through the qualifier to get in the top 10. All this season, my first-round rides have been better, and I wasn't improving on my second ride. But here they gave me three rides, and we got it right. My pit crew didn't have to change a thing all day."

The 800cc class features heavier motorcycles with a lot more horsepower - not always the hot setup for a hill with tricky doubles and lots of jumps. But today, the 800cc class had an easier time of it. With 19 competitors looking for 10 spots in the main, there would be a lot of bumping in the second-round qualifying.

Erskine's PMS for Motorcycles/Townsend Specialties-backed Bobby Templeton started the day as the 800cc points leader, and he set the pace in the first round of qualifying with his 10.449-second run. Lou Gerencer was also fast in his first visit to Dansville, but his bike needed a little tuning.

"We geared it up and made the bike as long as we could for the final," Gerencer said.

As the 800cc runoff round started, Glen Petty Jr. was looking for his second straight win, but he got the Stoughton's Cycle Harley-Davidson out of shape over the uphill kicker, and the big jump finished him off. Petty would take ninth, going 385 feet.

When Gerencer took to the line after several other attempts, he kept his Harley-Davidson Racing/Pro Hillclimb Team/Gerencer's H-D/Wells Cargo-backed XR750 in line at the bottom of the hill and over the uphill kicker, then he cranked it on. He was wide open over the jump and his bike powered up the hill in 10.441 seconds for his second win of the season.

"On the first ride, I shut off at the wrong time," Gerencer said. "On the second ride, I shut off a little early, and I felt the front end sinking in, but I kept the throttle turned on and came out on top." CN

Poag's Hole Hillclimb
Dansville, New York
Results: August 15, 1999 (Round 7 of 13)

540: 1. Scott McNeely (Hon); 2. Roger McNeely (Hon); 3. Charlie Roberts (Kaw); 4. Chad Disbennett (Tri); 5. Tim Freidhoff (Hon); 6. Mike Templeton (Yam); 7. Paul Pinsonnault (Hon); 8. Phil Libhart (Tri); 9. Mike Livingston (Hon); 10. John Hamilton Jr. (Tri); 11. Chris VanHyning (Hon); 12. Jack McCauley (Hon); 13. Rich Scheuerman (Hon); 14. Melvin Meese (Tri); 15. Ted Wilkins (Rtx).

800: 1. Lou Gerencer (H-D); 2. Steve Dresser (H-D); 3. James Large (H-D); 4. Bobby Templeton (H-D); 5. David Watson (Hon); 6. Willie Price (Suz); 7. Greg Williams (Hon); 8. Harry Denham (H-D); 9. Glen Petty Jr. (H-D); 10. Russ VanderVeen (H-D); 11. Robert Shreiner (Kaw); 12. Brandon Kreeger (Tri); 13. Curt Snelling (Hon); 14. Jeff Thomas (Yam); 15. Mike DeBusk (Kaw).

AMA NATIONAL CHAMPIONSHIP 540cc HILLCLIMB SERIES POINT STANDINGS (After 7 of 13 rounds): 1. (TIE) John Hamilton Jr. (2 wins)/Paul Pinsonnault (1 win)(76); 3. Phil Libhart (75); 4. Ted Wilkins (70); 5. Chad Disbennett (58/2); 6. Tim Freidhoff (53); 7. Toby Thompson (52/1); 8. Aaron Brown (47); 9. Chris VanHyning (46); 10. Mike Livingston (44); 11. Richie Scheuerman (39); 12. Scott McNeely (34/1); 13. Charlie Roberts (33); 14. Roger McNeely (31); 15. Jack Macauley (25); 16. Mike Templeton (20); 17. Chris Brown (16); 18. Alan Hoskins (11); 19. Brian Bowlby (10); 20. Jeff Brown (9).

AMA NATIONAL CHAMPIONSHIP 800cc HILLCLIMB SERIES POINT STANDINGS (After 7 of 13 rounds): 1. (TIE) Bobby Templeton (2 wins)/James Large (81); 3. Glen Petty Jr. (75/1); 4. David Watson (74/1); 5. Tim Frazier (66/1); 6. Lou Gerencer (56/2); 7. Harry Denham (38); 8. Greg Williams (36); 9. Willie Price (35); 10. Steve Dresser (33); 11. (TIE) Mike DeBusk/Russ VanderVeen (32); 13. Mark Swem (31); 14. Bob Shreiner (30); 15. Terry Thompson (29); 16. Jeff Thomas (27); 17. Bob Castledine (24); 18. Brandon Kreeger (20); 19. Rodney Williams (12); 20. Rodney Smith (12).

ECEA Enduro Series, Round 14

Hoess by a nose

(Above) Fred Hoess (29) was the Grand Champion of the Speedsville Enduro in New York, round 14 of the ECEA Enduro Series. (Right) Scott Snyder claimed first B Vet honors.

By Mark Uth

SPEEDSVILLE, NY, AUG. 15

Defending ECEA enduro champ Fred Hoess eked out his fourth overall win of the 1999 season, using emergency points to narrowly edge KTM rider Bill Atkinson 237 to 259. Each rider scored five points on the day. The win - Hoess' first since June and his fourth of the season - helps him creep back into the points chase, moving into fourth place only a couple of points out of third. The Husqvarna USA/Scott Goggles/Arai/Spectro/Michelin/Acerbis/Answer/WER/Motion Pro/A-Loop/Fredette Racing-sponsored Hoess said he was happy to see things fall into place.

"It felt good to win one," he said. "I had two disappointing rides before Speedsville where stupid, unforeseen things happened to me or the bike. I rode a little conservative at first, blew a turn and fell down in the first section, but I felt fine from there out. Overall, it was a good course - plenty fast. The ground was the best I've ridden in a while - beautiful traction."

The race was decided by emergency points at an event in which only one emergency checkpoint was left standing by the time the scoring dust settled. The remaining emergency check was at the end of a lengthy morning special test, a checkpoint at which both Hoess and Atkinson led the field with benchmark four-point tallies.

"I had Atkinson beat by 70 seconds at the emergency checkout to the long afternoon points-taking section that got thrown out," Hoess noted. Regarding series points leader Atkinson, Hoess commented, "Bill's riding good, no doubt. I'm not going after the enduro title this year, so everything's a little tougher. When you're riding for the championship, it's a different story. You need that motivation to muster the extra effort needed to win."

The Matto Cycle/KTM factory/MSR/Elf Lubricants/Scott USA/Enduro Engineering/Sprocket Specialists/FMF/ Pirie Composites/Dunlopad/Maurtco Powder Coat-sponsored Atkinson further cemented his grasp on the series championship lead with his second-place showing, as rival Jack Lafferty Jr. had an awful day in the saddle. Lafferty reportedly tangled with another rider, crashed hard, busted up his bike and finished well down in the standings at 13th overall.

The weekend had unseasonably cool weather, with temperatures in the mid-70s under mostly sunny skies - arguably the best East Coast riding weather all summer - and conditions in the woods were perfect. Rainstorms a couple of days before the event had even the tricky Speedsville soil watered just perfectly. Some sections were a little on the slick side, while others were a bit dusty; however, the majority were just in between, providing perfect traction. There was plenty of off-camber trail that was very rooty, especially for later riders. A couple of formidable hillclimbs were the only technical challenges on the day. Other than that, it was mostly open trail that begged for a heavy throttle hand.

The Ithaca Dirt Riders laid out a course of more than 90 ground miles with four special tests, each test sandwiched by checkpoints. A handful of top riders - Hoess, Atkinson, Aaron Kopp - zeroed one of the morning tests, while a long afternoon section was disqualified when a course worker rerouted later rows of floundering novice riders around a precarious hillclimb that would have been one of the few technical challenges all day. This precipitated a decision by the referee to disqualify the section checkout (check 10), leaving the event with only one e-check for tie breakers. Check seven, a check-in, was also tossed due to protests as to when the check crew was taking riders' times. In addition to the timed tests, there were a couple of other sections in which all but the top riders fell off the pace. Without checks, no points were lost; however, a problem typical of these "non-sections" was that of riders trying to catch up afterward, racing over dirt track roads through sleepy farms and hamlets.

Hoess and Atkinson matched scores in the remaining two points-taking checks, doing fours in the lengthy morning section and a one in the lone afternoon test that wasn't tossed. Hoess and Atkinson finished in that order, the Husky rider earning the victory on the merit of his seconds in the long morning section.

"I'm still thrilled with the Husky," Hoess said of his 1999 WR250. "It pulls so hard that my biggest problem has been blisters and forearm pump."

Rounding out the podium was Suzuki rider Kopp, who dropped seven points to fill the third-overall seed while claiming the High Point A trophy. A pair of eight-point cards vied for fourth- and fifth-overall honors. AA KTM rider Jeff Kirchner used tie breakers to edge out A 250cc Kawasaki rider Dave Ferry, 298 to 329. Ferry, High Point A runner-up, went home with the A 250cc-class win. A 250cc rival Mark Hummel, on a Husqvarna, and journeyman AA competitor Craig Shenigo each carded nine and finished sixth and seventh overall, respectively. A half-dozen 10-point cards filled out the day's top finishers. Eighth overall and first A Four-Stroke went to Yamaha rider Stacey Clark, ninth to Yamaha rider John Oeschle, 10th to Yamaha rider Jamie Wright, 11th to Kawasaki jockey Paul Bitting, and 12th to Yamaha pilot Bill Gilbert.

In B-class action, Honda rider Steve Bowman earned the High Point B prize by dropping 13 points on the day. Bowman edged out B 250cc rival Mike Berenbak, on a KTM, on tie-breaking seconds, 455 to 486. Yamaha riders Jim Shainline and Scott Snyder trailed the lead pair with 14-point cards. High Point C honors were claimed by KTM 250 rider Mark Conner, who finished 23 points down on the day. A point behind and runner-ups to the High Point C were KTM riders Robert Limmer and Aaron Griffin. Kawasaki-mounted iron man Farrell Lord used a 22 card to earn yet another Masters-class victory, while Kawasaki pilot Lisa Furman was the top (and only) Women's-class finisher, earning the class win with a whopping 294 point score. CN

Speedsville Enduro
Speedsville, New York
Results: August 15, 1999 (Round 14)

GRAND CHAMP: Fred Hoess (Hus).
H-PT A: Aaron Kopp (Suz).
H-PT B: Steve Bowman (Hon).
H-PT C: Mark Conner (KTM).

O/A: 1. Fred Hoess (Hus); 2. William Atkinson (KTM); 3. Aaron Kopp (Suz); 4. Jeff Kirchner (KTM); 5. Dave Ferry (Kaw); 6. Mark Hummel (Hus); 7. Craig Shenigo (KTM); 8. Stacey Clark (Yam); 9. John Oeschle (Yam); 10. Jamie Wright (Yam).

AA: 1. William Atkinson (KTM); 2. Jeff Kirchner (KTM); 3. Craig Shenigo (KTM); 4. Jack Lafferty Jr. (Suz); 5. Bob Bennett (Hon).

A 125: 1. Daniel Nicoloff (KTM); 2. Gerry Kitts (TM); 3. Ken Hammond (Hon); 4. Scott Rich (Kaw); 5. Chris Jordan (Hon).

A 200: 1. Paul Bitting (Kaw); 2. Robert Mohn (Kaw); 3. Todd Quinn (KTM); 4. Eric Corbin (Kaw); 5. Dave Mealing (KTM).

A 250: 1. Dave Ferry (Kaw); 2. Mark Hummel (Hus); 3. Jamie Wright (Yam); 4. Bill Gilbert (Yam); 5. Jeff Moyer (KTM).

A 4-STRK: 1. Stacey Clark (Yam); 2. John Oeschle (Yam); 3. Joe Wallace (Hon); 4. Peter Kief (Hon); 5. Steve Larkin.

A OPEN: 1. Steven Guers (KTM); 2. Mathew Spigelmyer (KTM); 3. Tom Folkl (Mai); 4. Ken Long (G-G); 5. Marty Graver (KTM).

A SR: 1. Clifford Tenney (KTM); 2. Wayne Fontanazza (Yam); 3. Jerry Lynn (Yam); 4. Mike McCarren (Yam); 5. Mark Uth (KTM).

A S/SR: 1. Jack Lafferty Sr. (KTM); 2. Bob Thompson (Kaw); 3. Bob Agonis (G-G); 4. Ken Ettinger (KTM); 5. Jack Schwarz (Kaw).

A VET: 1. Richard Moyer (ATK); 2. James Gunselman (Yam); 3. Dave Santi (Yam); 4. Rick Armstrong (Suz); 5. Jim Aiello (KTM).

B 125: 1. Dan Carper (KTM); 2. Randy Loper (Hon); 3. Joe Cartwright (Hon); 4. Ja-Beep Bopp (KTM); 5. Gabe Goodman (Suz).

B 200: 1. Jeffrey Johns (Kaw); 2. Randall Sowa (Kaw); 3. Martin Scheffler (Kaw); 4. Brian Carden (KTM); 5. Charles Bays (Kaw).

B 250: 1. Mike Berenbak (KTM); 2. Jim Shainline (Yam); 3. Pete Wright (Suz); 4. John Hummel (Yam); 5. Chris Vecchione.

B 4-STRK: 1. James Bowen (Hon); 2. Chris Crull (Yam); 3. Chris Griffin (Hus); 4. Doug Wills (Yam); 5. Roy Newt Johncox (Yam).

B OPEN: 1. Dale Sweigart (Mai); 2. Steve Jamison (G-G); 3. Brian Williams (Yam); 4. Tim Gallagher (Hus); 5. David Barnes (ATK).

B SR: 1. James Devlin (Yam); 2. Joe Dublas (Kaw); 3. George Bressler (KTM); 4. Kurt Ward; 5. John Danek (Hon).

B S/SR: 1. Tim Stibitz (Kaw).

B VET: 1. Scott Snyder (Yam); 2. Sean Kinley (Suz); 3. Dewitt Harrell (KTM); 4. John Kasper (Suz); 5. Jim Stine (Yam).

C 200: 1. Jeff Corperus (Kaw); 2. Claudio Gottardo (Kaw); 3. Drew Terry (KTM); 4. James McGonigal (Kaw); 5. Chris Petrella (KTM).

C 250: 1. Roger Lathop (Kaw); 2. Gilad Gotfield (KTM); 3. Jamie Smith (KTM); 4. Joe Manning (Kaw); 5. Dana Adams (Suz).

C 4-STRK: 1. Jamie Bennett (Kaw); 3. Brandon Sigeti (Kaw); 2. Chris Griebel (Hon); 4. Jeff Booth (Kaw); 5. James Crawford (Hon).

C OPEN: 1. Robert Limmer (KTM); 2. Aaron Griffin (KTM); 3. Matt Eggleston (Kaw); 4. Robert Pyatak (TM); 5. Mark Fischer (Hon).

C VET: 1. David Jennings (Hon); 2. Tod Burns (Suz); 3. John Eggleston (Suz); 4. Ron Carper (KTM); 5. Michael Skaiko (Hon).

MSTR: 1. Farrell Lord (Kaw); 2. Joseph Galie (KTM); 3. Sal Crocevera (Hus).

WMN: 1. Lisa Furman (Kaw).

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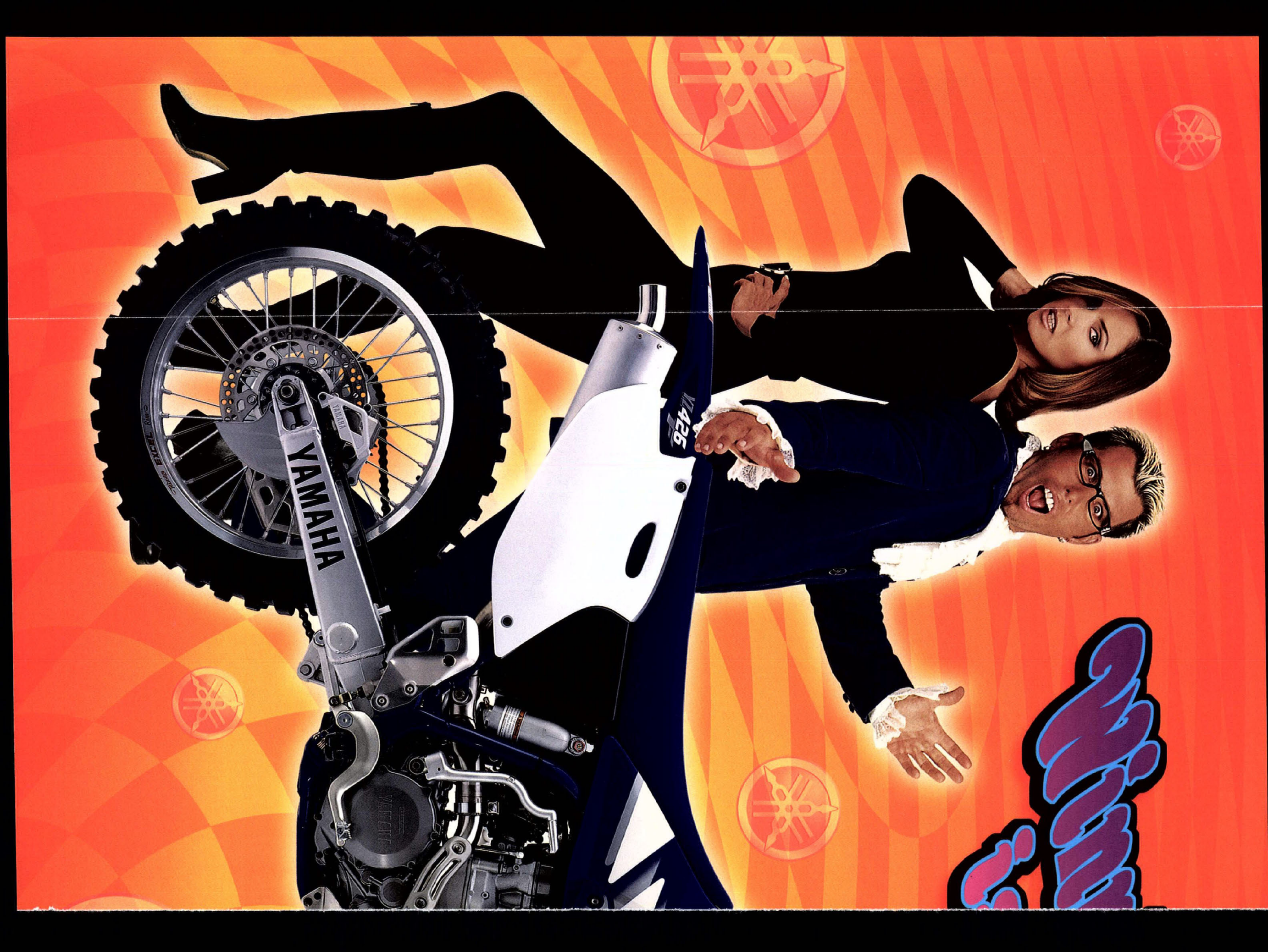
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THE 2000 YZs

YZ250 You'd think we'd be perfectly randy winning back-to-back Supercross championships. But sitting still's just not our bag. That's why this year we've added a new carburetor with throttle position sensor (TPS) and repositioned power jet for better mid to top-end bite and greater over-rev capacity. A new clutch lever and perch assembly with works-style quick adjuster and stainless steel cable for smoother pull and greater control. A new handlebar crown for a more aggressive riding position, more rigid triple clamp, and low-friction fork tubes. Plus a new, lighter, aluminum subframe, more adjustable rear suspension and lots of other goodies. The new YZ250. It's Jeremy's moto of choice. But that's only 'cause he won't tolerate insolence...or losing.

YZ125 You wanna talk world domination? How 'bout four straight "125 of the Year" awards.* Four straight Supercross titles.** And the bike critics say "…will go down in motocross history as the best 125 of the '90s."*** And now the best just got even better. With all-new cylinder port timing and reshaped YPVS valve for increased mid-range power. Smoother shifting thanks to a new drive axle and an all-new works-style, adjustable clutch lever system. Plus new fine-tunable rear shock, reshaped steering crown, low-friction fork tubes, lighter, aluminum subframe and more. The new YZ125. If anyone tries telling you there's a better 125 out there, just tell 'em to zip it.

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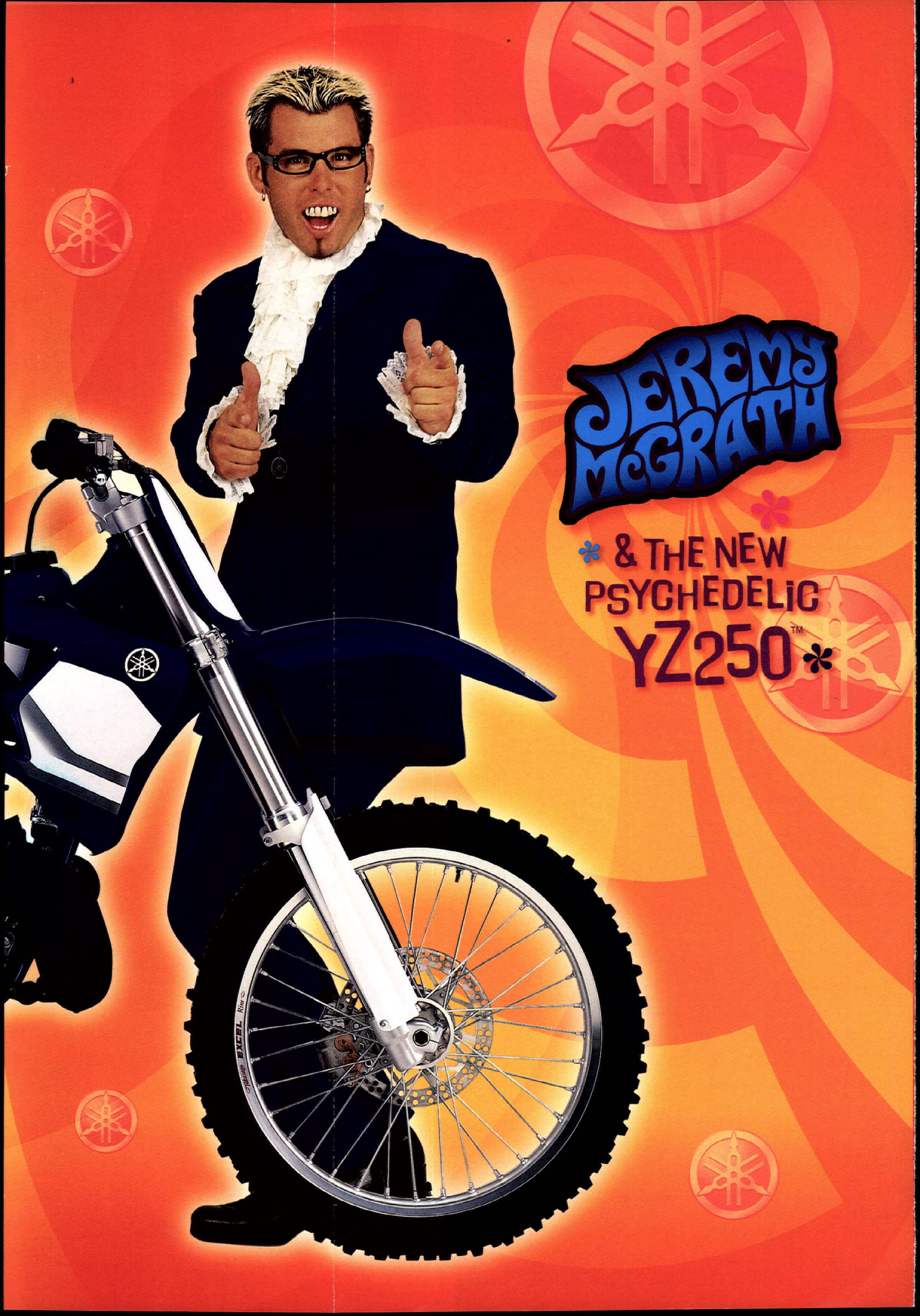
*Motocross Action magazine (1996, '97, '98,' 99) ** 1996, '97, '98, '125 Western Regional, 1999 Eastern Regional Championships
***Motocross Journal ****Motocross Action 1998 & '99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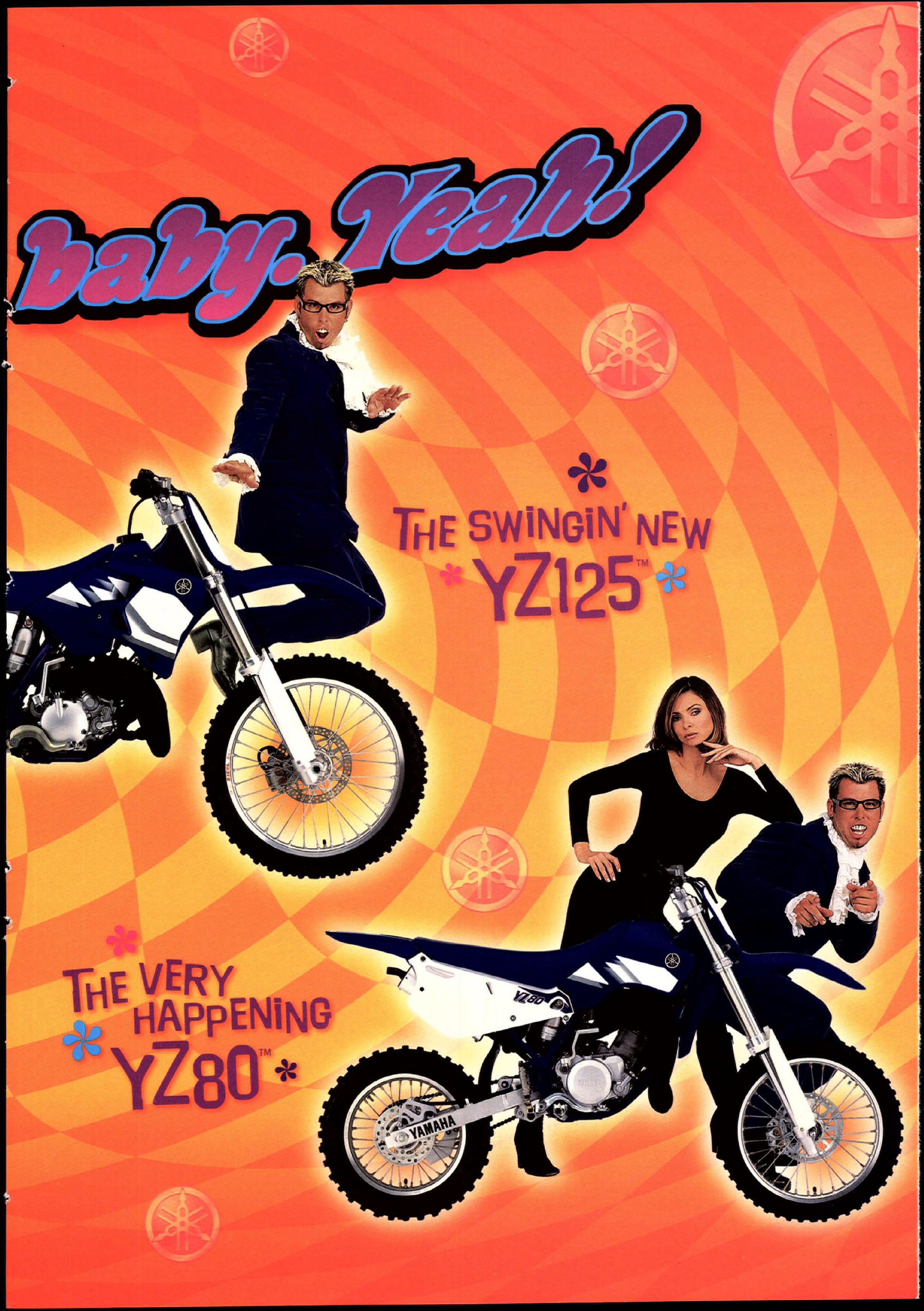

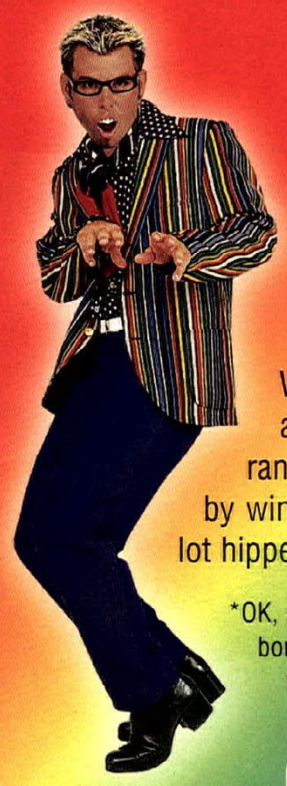

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Off-Road

Event/Series Name/# of Events Paid	Total Possible Purse
AMA Grand National Cross Country Series/13	$250,900
"Best in the Desert" Silver State Classic Series/5	$88,750
Black Jack Enduro Circuit/7	$28,350
E.C.E.A. Enduro Series/7	$44,660
F.T.R. Hare Scrambles/7	$46,760
Mid South Championship Hare Scrambles Series/7	$35,140
Missouri Hare Scrambles/7	$24,010
NETRA Hare Scrambles Series/7	$44,170
N.M.A. Off-Road Series/7	$33,110
Rocky Mountain Enduro Circuit/7	$44,170
SERA Enduro Series/7	$46,760
SETRA Enduro Series/7	$48,370
Texas Cross Country Racing Association/7	$56,980
Texas State Championship Enduro Circuit/7	$33,670

1999 or newer YZ/WR models are eligible. • Contingency will be paid to WARRANTY REGISTERED owner only. • Only U.S. models sold in the United States are eligible. • All Contingency certificates earned in 2000 must be redeemed by December 31, 2000. • In cases of multiple divisions of the same class, Yamaha will pay only one division as specified by promoter. • In cases of dual sanctioned events, rider will be paid for one event only. • Contingency will be paid on riders' best finish in one class only per registered machine per event. There will be no multiple class payouts at the same event for the same machine. • The Yamaha logo and original color plastic components must remain on all YZ/WR machines to be eligible for contingency. • There must be a minimum of 7 riders in a class to qualify for contingency at Motocross events. • There must be a minimum of 5 riders in a class to qualify for contingency at Off-Road events. • Yamaha will pay contingency upon confirmation from promoter that rider competed on a properly qualified machine. • AMA professional SUPERCROSS and NATIONAL winners will be paid by check. All other winning riders will receive "YZ BUCKS" certificates, redeemable for parts and merchandise at participating Yamaha Dealers. • Program details subject to change.

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Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course, please call 1-800-446-9227. Do not drink and ride. It is illegal and dangerous.

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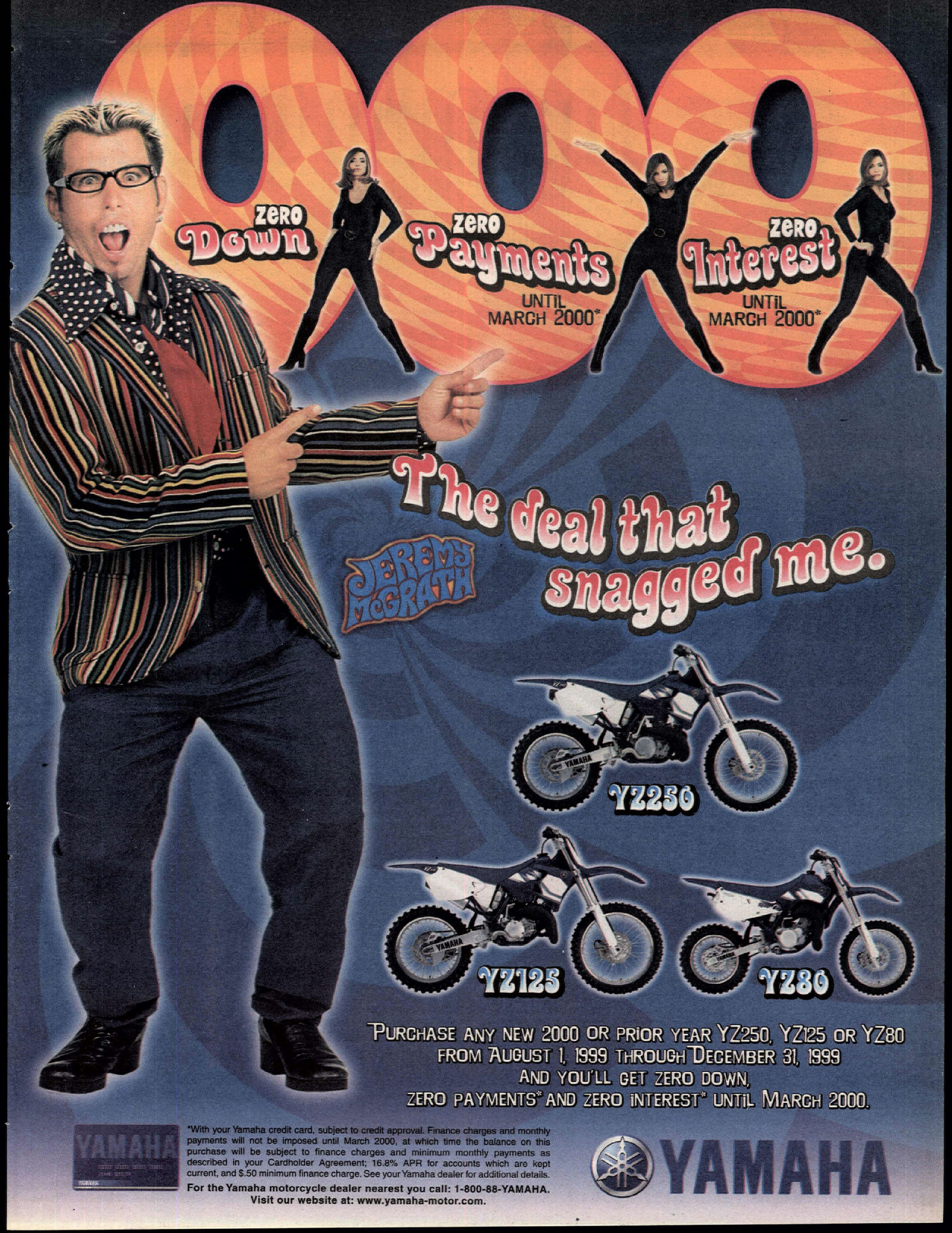
Motocross

Event/Series Name/# of Events Paid	Total Possible Purse
Alaska State Championship Series/7	$23,030
AMA Florida Winter Am Series/5	$74,000
AMA Amateur National Championship (Loretta Lynn's)/1	$108,000
PJ1 National ArenaCross Series/10	$88,600
AMA District - 5 (Spring Series)/5	$22,800
AMA District - 5 (PA State Championship)/6	$25,560
AMA District - 6/6	$27,360
AMA District - 7/6	$27,960
AMA District - 11/6	$25,560
AMA District - 14 (Spring Series)/6	$25,560
AMA District - 16 (Triplecross Series)/5	$16,800
AMA District - 18/6	$21,120
AMA District - 23/6	$28,320
AMA District - 34/6	$28,740
AMA Best of Georgia Championship MX Series/7	$33,520
AMA Texas/Oklahoma Shootout/5	$23,250
AMA Florida Gold Cup Series/5	$28,100
AMA Winter Olympics/3	$20,400
AMA 125cc Professional SX Series/16	$319,600
AMA 250cc Professional SX Series/16	$388,000
AMA 125cc Professional National Series/12	$239,700
AMA 250cc Professional National Series/12	$239,700
AMP Spring Series/5	$27,550
CMC Golden State Series/7	$88,900
CMC Pac-West Series/6	$35,700
CMC Copper State Classic/6	$35,700
CMC Trans-Cal Series/6	$35,700
CRC Dunestown Series/5	$24,400
GFI Winter Series/7	$91,700
GFI Youth National/2	$6,760
GFI Fall Series/6	$34,260
GNC International Final/1	$16,600
GNC Texas Series/5	$26,600
GNC Good Time National/1	$10,800
Lake County Fair SX/2	$6,900
Lone Star Spring Series/5	$31,100
Mammoth Mountain MX/1	$13,700
NEMA MX Series/10	$26,900
N.E.S.C. Championship Series/22	$160,160
NMA World Mini/1	$15,650
NMA Amateur National Championship (Ponca City)/1	$33,000
North East MX Classic Series/5	$23,950
Nuclear Series/5	$22,800
Oklahoma State Championship/5	$18,750
Pacific Northwest Championship/5	$27,400
PACE Off-Road Stadium Series/10	$16,500
S.R.A.C. (dbl. pts.)/10	$64,100
U.S. Eastern Pro-Am MX Spring Series/4	$17,040
Victory Sports Mega Series/10	$47,200
Victory Sports Carolina Ultra Series/10	$63,200
Wild West Nationals Series/6	$32,880
Womens Motorcycle League/5	$7,500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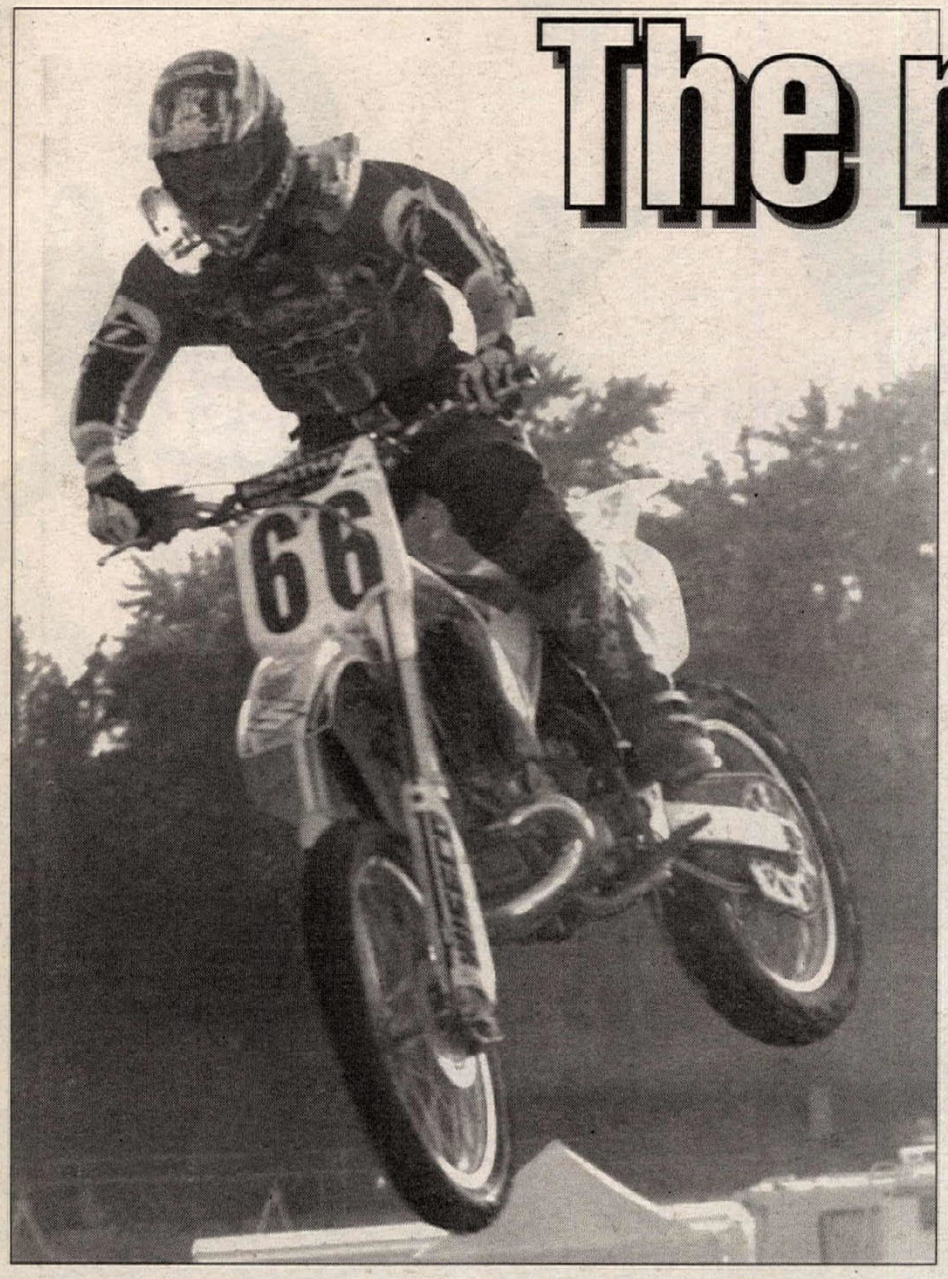
14th annual Lake County Fair Stadium Motocross

The man to beat



Tyler Evans won every Pro main event and both Dash For Cash races at the 14th annual Lake County Fair Stadium Motocross event.

By Dave Deringer
Photos by Todd Swift

GRAYSLAKE, IL, JULY 28-29

For the 14th year, promoter Bill Sparks and his Up-Front Promotions crew did an excellent job of putting on a great show in front of an enormous crowd at the two-day Lake County Fair Stadium Motocross event, presented by Banzai Motorsports, Valvoline and Pepsi-Cola.

Monterey, California's Tyler Evans was the man to beat both nights. Evans won every Pro main event and both Dash For Cash races, pocketing a total of more than $5100 on the Arenacross-style bowl-turned circuit.

"I'd say it was the starts," the DGY/A-Ride/O'Neal-backed Evans said from the final podium of the weekend. "Once I got out front, I just rode my own races."

Evans became the first rider in the race's history to sweep every main event.

On Wednesday, Evans won both of his heat races, while Texan Charley Bogard and Ohio's Mike Katin won the other two.

Junior Jackson nailed the start of the 125cc Pro main, but Evans sneaked underneath and was leading before the riders hit the second turn. Damien Plotts quickly got by for second and Jackson dropped to third.

Tom Hofmaster and Bogard got together before the end of the first lap and were left picking up the pieces as the pack began lap two.

Plotts went to the inside of Evans before the triple to execute a block-pass but went down when his front wheel washed out on the fourth lap as Jackson, Katin and Mark Burkhart motored by.

Evans began to distance himself from the pack throughout the next few laps, while Jackson settled into second. Plotts also began working his way forward after his fall and made his final pass on Burkhart for fourth on lap seven. Evans took the win, followed by Jackson and Katin.

McConnell, Illinois' Andy Thyberg walked away with the 125cc Amateur win. The wire-to-wire finish proved that Thyberg would be a force to be reckoned with throughout the event. Kawasaki-mounted Jason Kloptowski and Suzuki pilot Jesse Edge followed Thyberg across the line for second and third.

Todd DeHoop was the early leader of the Over 25 class, but Pro Circuit's Jeromy Buehl outjumped DeHoop on the massive triple and took over the lead several laps in. Buehl pulled away while DeHoop, Eron Ezerins and Iowa's Ted Cieminski filled out the top four spots.

New Mexico's Keith Johnson rode a borrowed Pro Source YZ400F to a big win in the Four-Stroke class. The No Fear/Spy-sponsored rider was unstoppable on the big blue machine and took a comfortable win ahead of Charlie Dunaway, while DeHoop and Jesse Williams crossed in third and fourth.

The 250cc Amateur class looked to be another Thyberg win, but the teenager crashed his borrowed YZ250 through the whoops, handing the win to Kloptowski. John Mazur moved into second, while Paul Campen and Jason Urban also took advantage for third and fourth. Thyberg recovered for fifth.

A stacked class of 250cc Pros lined up, and Keith Johnson grabbed the start. Hofmaster and Evans moved into second and third, and the race was on. Johnson pulled away the first few laps as Evans tried to find a way around Hofmaster, but Evans came up short on the massive triple and several double jumps, losing more time to Hofmaster. As Johnson was riding flawlessly up front, Evans once again closed on Hofmaster. Crowd favorite Hofmaster took a wide outside line before the whoop section and Evans moved in. Evans slammed the door on Hofmaster and the block-pass took Hofmaster to the ground, losing many positions. Evans now closed in on Johnson, and he used one of the many deep bowl turns to block-pass Johnson for the lead. Johnson almost handed the position to Evans, wanting to finish a strong second, and Evans used the final lap to showboat for the crowd.

"Tommy (Hofmaster) had a good pace going, and I eventually caught him," Evans said of his second win of the night. "We came together and bumped, but I didn't mean to take him down."

With another good start, Evans came back to take the win in the four-lap Dash, and his one-night total earnings were close to $2500.

With Evans' huge sweep, he was the favorite heading into Thursday. The riders had an impromptu autograph session, getting the fans juiced up for the night's events. Prizes and gifts, along with tons of stickers, were thrown out to the crowd.

Hofmaster and Evans were the 125cc heat winners, while DeHoop and Evans won the 250cc heats.

Junior Jackson was the early leader of the 125cc Pro main, with Katin, Evans and Hofmaster in tow. Jackson held the point on his Kawasaki for two laps as Evans worked on Katin for second. Evans moved by Katin soon thereafter and set his sights on Jackson next.

Evans pulled alongside Jackson as they completed the third lap. The two drag-raced down the front straight and Evans dived inside in the following turn. The move put Jackson back to second, but he retaliated with a comeback pass for which Evans was ready. Meanwhile, Keith Johnson was closing in on Jackson, who was trying to get back by Evans.

Johnson passed Jackson three laps later for second while Katin and Plotts diced for fourth and fifth.

When the checkers flew, it was Evans collecting the most money once again. Johnson, Jackson and Plotts followed.

There was a huge pileup of riders on the first lap of the 125cc Amateur main. Shane Schaefer, Derrick Benz, James Overson and Jason Schiller were included in the carnage. Jesse Edge avoided the mess and was the early leader, while Thyberg was picking off riders after recovering from the tangle.

Thyberg moved through the pack quite well, and several laps later he was leading the race and checking out. Thyberg took the win, ahead of Edge and Gary Layton, who put in a good ride for third. Kloptowski and Anderson came next.

Buehl took his second win in as many nights in the Over 25 class.

Johnson dominated the Four-Stroke class again, followed by DeHoop and Williams.

"You wouldn't believe the amount of work it takes to do all these classes in the heat," Johnson said from the podium. "It just may pay off for me, though."

Thyberg came back to take the 250cc Amateur win, in front of Kloptowski and Urban. Thyberg became the only amateur of the event to jump the 85-foot triple, and he did so lap after lap.

"I tried it in practice and I landed it good, so I just kept going for it," Thyberg later said.

Hofmaster absconded with the holeshot in the 250cc final, in front of Evans and Bogard. Hofmaster led for three laps until Evans once again made his move down the front straight. Johnson got by Bogard early on and battled Hofmaster next.

Evans pulled away again and put on a small air show for the fans, while Johnson and Hofmaster battled back and forth to the end. Evans took his fifth win, followed by a determined Hofmaster, Johnson and Bogard.

"That battle was cool," Hofmaster said of his racelong duel with Johnson. "I'm buddies with Keith, and I knew we wouldn't take each other out."

Evans' final race was the Dash For Cash, and he wanted it as bad as he did his first win. He stole the holeshot and said goodbye to the competition to pocket another $800.

"I've been having a rough summer, with bike problems and stuff, and this money really helps out," Evans said after the event. "I want to thank Bill Sparks for the money and the event, and DGY and A-Ride for all their help. I'll be back here next year for sure." CN

Lake County Fair Stadium Motocross
Grayslake, Illinois
Results: July 28-29, 1999

Wednesday

125 AM: 1. Andy Thyberg (Suz); 2. Jason Kloptowski (Kaw); 3. Jesse Edge (Suz); 4. Shane Schaefer (Kaw); 5. James Overson (Yam).

250 AM: 1. Jason Kloptowski (Kaw); 2. John Mazur (Suz); 3. Paul Campen (Yam); 4. Jason Urban (Yam); 5. Andy Thyberg (Yam).

25+: 1. Jeromy Buehl (Hon); 2. Todd DeHoop (Yam); 3. Eron Ezerins (Suz); 4. Ted Cieminski (Kaw); 5. Mike Berghorn (Yam).

4-STRK: 1. Keith Johnson (Yam); 2. Charlie Dunaway (Yam); 3. Todd DeHoop (Yam); 4. Jesse Williams (Yam).

125 PRO: 1. Tyler Evans (Suz); 2. Junior Jackson (Kaw); 3. Mike Katin (Suz); 4. Damien Plotts (Yam); 5. Mark Burkhart (Yam); 6. Ryan Clark (Kaw); 7. Steve Andrich (Hon); 8. Tom Hofmaster (Suz); 9. Keith Johnson (Yam); 10. Charley Bogard (Suz).

250 PRO: 1. Tyler Evans (Suz); 2. Keith Johnson (Yam); 3. Damien Plotts (Yam); 4. Jeromy Buehl (Hon); 5. Charley Bogard (Suz); 6. Davey Yezek (Suz); 7. Mark Burkhart (Yam); 8. Charlie Dunaway (Yam); 9. Mike Katin (Suz); 10. Ryan Clark (Kaw).

DFC: 1. Tyler Evans (Suz); 2. Damien Plotts (Yam); 3. Mike Katin (Suz); 4. Ryan Clark (Kaw).

Thursday

125 AM: 1. Andy Thyberg (Suz); 2. Jesse Edge (Suz); 3. Gary Layton (Yam); 4. Jason Kloptowski (Kaw); 5. Scott Anderson (Yam).

250 AM: 1. Andy Thyberg (Yam); 2. Jason Kloptowski (Kaw); 3. Jason Urban (Yam); 4. Ben Goller (Suz); 5. John Mazur (Suz).

25+: 1. Jeromy Buehl (Hon); 2. Damien Plotts (Yam); 3. Todd DeHoop (Yam); 4. Eron Ezerins (Suz); 5. Ted Cieminski (Kaw).

4-STRK: 1. Keith Johnson (Yam); 2. Todd DeHoop (Yam); 3. Jesse Williams (Yam).

125 PRO: 1. Tyler Evans (Suz); 2. Keith Johnson (Yam); 3. Junior Jackson (Kaw); 4. Damien Plotts (Yam); 5. Mike Katin (Suz); 6. Ryan Clark (Kaw); 7. Tom Hofmaster (Suz); 8. Matt Maximoff (Kaw); 9. Charley Bogard (Suz); 10. Jeromy Buehl (Hon).

250 PRO: 1. Tyler Evans (Suz); 2. Tom Hofmaster (Suz); 3. Keith Johnson (Yam); 4. Charley Bogard (Suz); 5. Mark Burkhart (Yam); 6. Mike Katin (Suz); 7. Ryan Clark (Kaw); 8. Todd DeHoop (Yam); 9. Eron Ezerins (Suz); 10. Todd Mayer (Suz).

DFC: 1. Tyler Evans (Suz); 2. Mike Katin (Suz); 3. Keith Johnson (Yam); 4. Damien Plotts (Yam).

Nyblod gets the nod

By Clay Light

CHEHALIS, WA, AUG. 22

Washington riders Dallas Nyblod and Larry Legarra were the cream of the crop in the heart of agriculturally rich Lewis County, as the two Northwesterners both scored impressive Expert-class wins at the Chehalis Classic, round 13 of the AHRMA/Speed & Sport National Vintage Motocross Series, held at The Farm.

Nyblod netted wins in the 250cc and Over 40 Expert classes aboard a 1974 Yamaha YZ250, and also led the way in the international field of riders that assembled for the Canadian-American (Can-Am) Challenge race, which Nyblod led from start to finish. Legarra finished second to Nyblod, while the top Canadian, Rickman-BSA rider Dennis Hansen, finished third.

The winning American team placed seven riders inside the top 10, although the "Us vs. Them" battle ended in a tie, which was broken by Nyblod's win. Riders were paired against one another by their ranking: Expert vs. Expert, and so on in the evenly divided field of 26 riders.

Legarra, who rode a trio of machines, won both the Open Twin and Sportsman 500cc Expert classes and also scored a pair of second-place finishes in the Over 40 and Premier 500cc Expert events. Alberta's Hansen also notched a two-win tally, topping the Classic 500cc and Premier 500cc Expert classes aboard a pair of Rickmans.

AHRMA regular Mike Atkins did a nice job of filling in for the track's 1998 originator, Dick Mann, on this year's design after Mann was unable to attend, as he was recovering from surgery last Friday.

Canada's Terry Hyde, a former Yamaha Factory rider, put his Triumph-powered Rickman at the front of the field in the day's first race, the combined Premier Open Twin and Sportsman Open Twin classes, but Hyde quickly met his match, as the Triumph-mounted Legarra chewed his way into Hyde's large lead in the early stages and then stole Hyde's lead and maintained to the finish.

Legarra's margin of victory on the grassy, natural-terrain course was six seconds over Hyde's ailing machine, a loss Hyde would later attribute to mechanical problems.

"A spark plug was all that the problem was," the Canadian said. "I tried some special racing plug, but it started blubbering really bad, so I guess I'll go back to the cheap ones the next time out."

A change of plugs didn't enhance Hyde's moto-two performance, though, as Californian Danny Davies' 1965 Triumph/BSA hybrid was the leader out of the gate in the second moto - although Davies, too, would quickly find out just how fast Legarra was. Legarra swept past Davies in one fell swoop and from that point checked out on the competition, leaving Davies to hold down the number-two spot ahead of Hyde. This was the finishing order.

Legarra aced the win in the Open Twin Expert class, while Davies, the second-place finisher, was the Premier Open Twin Expert winner, followed by Hyde and the top Open Twin Novice, Californian Bob Neilson, who finished ahead of Wayne Rantz, Gordon Edwards and Bill Rianda.

The most dominant of the contingent of Canadians on hand, Hansen, had his hands full with Californian Bob Doran and his 1973 BSA 500 in the first Classic 500cc Expert moto. Hansen was unable to recover from a poor start and trailed the BSA rider by 10 seconds at the finish. AJS 370 rider Mark Rolor, who was an early race leader, finished third, ahead of John Geer and Canadian Ken Burningham.

Hansen had initial challenges from Ossa-mounted Dirk Murphy early in the second moto. Murphy, though, rebounded nicely to catch up to - and ultimately pass - Hansen on the final circuit of the mile-long course, even though Hansen's overall win was secure, since Murphy was contesting the combined Classic 250cc Expert class.

Doran trailed Hansen in the overall tally with a 1-3, followed by Geer (4-3), Roler (3-4) and Burningham (5-5).

Murphy's impressive second-moto win, though, was thwarted by his crash-impaired first-moto fourth-place finish, relegating the Ossa Stiletto pilot to third overall behind Nevadan Jerry Brown (2-2) and Robert Poole, who was the first-moto winner.

Hansen again faced tough competition in the Premier 500cc Expert class, as the course designer, Atkins, put a BSA-powered Matchless ahead of Legarra's Ariel in a moto-one shootout, in which Hansen would narrowly prevail. In the squabble for second, however, Atkins emerged the victor, as he and Legarra tangled coming out of the final turn.

"He (Atkins) took my front wheel out - he just came across into my line and I had nowhere to go but into the hay bales," Legarra said.

Hansen held off Legarra's challenges in moto two to net the overall win, which finalized his two-class sweep, ahead of Legarra (3-2), Atkins (2-3), Burningham (4-5) and Poole (5-6).

Colorado's Morrill Griffith and his potent Yamaha 1974 YZ360 were Legarra's closest competition in the Sportsman 500cc Expert class, although Legarra led every lap of both motos. Griffith rode in the Suzuki-mounted Legarra's shadow, but he couldn't find a way around Legarra, who took the win for a 1-1 sweep. Griffith (2-2) and CZ rider Ed Flanigen (3-3) filled out the podium.

Griffith also made things miserable for Nyblod in the 250cc Expert class, as Griffith clawed his way into Nyblod's leads in both motos, the closest finish being in the second moto when Nyblod's massive lead had evaporated and Griffith gave Nyblod a run to the checkered flag. Nyblod got the nod by a wheel.

Utah's Robert Borg also rode impressively, topping a combined Classic 125 and 250cc Expert class despite a huge disadvantage in displacement. Borg's 1971 CZ held off challenges from Greeves rider Allen Wenzel and BSA-mounted Terry Pratt to score a double whammy, although Wenzel was the winner of the Premier Lightweight Expert portion, ahead of Pratt.

Reece Dengler's 1967 CZ 250 twin piper topped the first 250cc-dominated Premier Lightweight moto, but Dengler could muster no better than a fifth in moto two, allowing Utah's consistent Kim Morgan to nab an overall win with a 2-2 tally. Ron Breshears finished second overall, ahead of Dangler.

The day's final race pitted three of the fastest riders - Legarra, Griffith and Nyblod - against one another. Legarra rode a strong race in the first moto, overtaking Nyblod for a win, but in moto two, it was classic Nyblod. Pushed by the likewise impressive Griffith, the vintage motocross pioneer topped off his stellar day with another win. CN

(Above) The top Canadian rider, Dennis Hansen (5B), won the Classic 500cc and Premier 500cc Expert classes. Here, he heads Larry Legarra (8U), who won the Sportsman Open Twin Expert and Sportsman 500cc Expert contests. (Right)Dallas Nyblod (2Y) rode to wins in the 250cc and Over 40 Expert classes at the Chehalis Classic in Washington.

The Farm
Chehalis, Washington
Results: August 22, 1999 (Round 13)

PREM OPEN TW EX: 1. Danny Davies (Tri).
SPTSMN OPEN TW EX: 1. Larry Legarra (Tri); 2. Terry Hyde (Ric-Tri).
SPTSMN OPEN TW NOV: 1. Bob Neilson (Yam); 2. Wayne Rantz (Yam); 3. Gordon Edwards (Tri); 4. Bill Rianda (Tri).
CLSC 500 EX: 1. Dennis Hansen (Ric); 2. Robert Doran (BSA); 3. John Geer (BSA); 4. Mark Roler (AJS); 5. Ken Burningham (BSA).
CLSC 500 INT: 1. Ron Breshears (Gre); 2. Jim Cole (Tri); 3. Ed Parsons (BSA); 4. Fred Mark (BSA); 5. Reece Dengler (Jaw).
CLSC 500 NOV: 1. John Laughlin (Duc); 2. Chuck Bradford (BSA); 3. Ike Winchell (Mon); 4. Marv Tyron (BSA); 5. Coy McKibben (Gre).
CLSC 250 EX: 1. Jerry Brown (AJS); 2. Robert Poole (BSA); 3. Dirk Murphy (Oss).
CLSSC 250 INT: 1. Kim Morgan (CZ); 2. Ron Breshears (Gre); 3. Reese Dengler (CZ); 4. Tommy McFarland (Bul); 5. Don Richardson (AJS).
CLSC 250 NOV: 1. John Guiliford (Oss); 2. Gil Driscoll (A-E); 3. Debbie Poole (BSA).
CLSC 125 EX: 1. Robert Borg (CZ); 2. George Golling (Pen).
CLSSC 125 NOV: 1. Wayne Rantz (Hon); 2. David Mykelbust (Ric).
PREM L/W EX: 1. Allen Wenzel (Gre); 2. Terry Pratt (BSA); 3. John Geer (Gre).
PREM 500 EX: 1. Dennis Hansen (Ric); 2. Larry Legarra (Ari); 3. Mike Atkins (BSA); 4. Ken Burningham (BSA); 5. Robert Poole (BSA).
PREM 500 INT: 1. Russell Blow (Mat); 2. Dennis Moore (BSA); 3. Lee Frost (AJS).
PREM L/W NOV: 1. Gil Driscoll (Duc); 2. Dennis Rose (Gre).
PREM 500 NOV: 1. Jody Heintzman (Mat).
PREM OPEN TW NOV: 1. Bob Neilson (Tri).
CLSC 125 INT: 1. Erik Giertsen (Bul); 2. Dan McCarthy (Hus); 3. Don Adams.
SPTSMN 125 EX: 1. Tony McFarland (Yam); 2. Don Adams (Hon); 3. Ron Melton (Hon).
SPTSMN 125 INT: 1. Mike Falcioni (Hon); 2. Ray Horton (Hon); 3. John Bogus (Bul); 4. Tom Bogus (Bul); 5. Sam Vanderhoof (Bul).
SPTSMN 250 EX: 1. Dallas Nyblod (Yam); 2. Morrill Griffith (Yam); 3. Ed Flanigen (CZ).
SPTSMN 250 INT: 1. Wayne Gray (Suz); 2. Randy Montgomery (CZ); 3. C.J. James (Hon); 4. Frank Campbell (Hon); 5. Cody Murphy (Hon).
SPTSMN 250 NOV: 1. James Wait (Hon); 2. Louis Hamil (CZ); 3. Lance Cornell (Yam); 4. Andy McKeag (Hus); 5. Julie Sweeten (Hon).
SPTSMN 500 EX: 1. Larry Legarra (Suz); 2. Morrill Griffith (Yam); 3. Ed Flanigen (CZ); 4. Neil Giertsen (Mai); 5. Brent Roler (CZ).
SPTSMN 500 INT: 1. Alex Reid (Bul); 2. Frank Campbell (Kaw); 3. Christian Otero (Suz); 4. Darrell Kilgore (Yam); 5. Jerry Homola (Mai).
SPTSMN 500 NOV: 1. Steve Davis (Bul); 2. Jon Wall (Yam); 3. Terry Dale (Yam); 4. Randy Hart (CZ); 5. Dino Medina (CZ).
60+ EX: 1. Duane Spence (Hon).
60+ INT: 1. Leland Loper (Oss); 2. Tommy McFarland (Bul); 3. George Eadie (Yam); 4. Don Richardson (AJS); 5. Rod Brasel (Bul).
60+ NOV: 1. Dan McCarthy (Hus); 2. Coy McKibben (Gre); 3. Norm DuVall (Yam).
0+ EX: 1. Rick Williams (CZ); 2. Wayne Grimm (Mai); 3. Tom Street (Hon); 4. Danny Davies (Tri); 5. Randy Hanson (Hus).
50+ INT: 1. Randy Montgomery (CZ); 2. Glenn McMinn (Mai); 3. Gary Nordstrom (Hus); 4. Jim Keeton (Hus); 5. Dean Newton (BSA).
40+ EX: 1. Dallas Nyblod (Yam); 2. Larry Legarra (Suz); 3. Morrill Griffith (Yam); 4. Wayne Grimm (Mai); 5. Dirk Murphy (Oss).
40+ INT: 1. Alex Reid (Bul); 2. Darrell Kilgore (Yam); 3. Reece Dengler (CZ); 4. Alfredo Rodil (CZ); 5. Russell Blow (Mat).
40+ NOV: 1. Steve Davis (Bul); 2. Lance Cornell (Yam); 3. Louis Hamil (CZ); 4. Terry Dale (Yam); 5. Dal Smile (Hon).
30+ EX: 1. Don Adams (Hon); 2. Tony McFarland (Yam); 3. Ron Hyde (CZ).
30+ INT: 1. C.J. James (Hon); 2. Christian Otero (Suz); 3. Darrell Gray (Suz); 4. Dean Welch (CZ).
30+ NOV: 1. Scott Lawson (Bul); 2. Jeff Anderson (C-A).
WMN NOV: 1. Ellen Voermans (Hon); 2. Tina Harlan (Yam); 3. Julie Salsman (Yam); 4. Linda Neilson (Hon); 5. Arloa Cole (Yam).
WMN INT: 1. Julie Sweeten (Hon); 2. Debbie Poole (CZ).

Atkinson by one

By Joe McLaughlin

WEST GREENWICH, RI, AUG. 1

Another hot day was on tap for the 1999 version of the Rhody Rovers Lil' Rhody Enduro. The only NETRA/ECEA dual-sanctioned event on the calendar proved to be one of the most enjoyable events as the NETRA series passed the halfway mark. Schuylkill, Pennsylvania's Bill Atkinson proved ECEA riders can hold their own in the rocks of New England as he took the overall win over a very competitive field. Atkinson's one-point score in the last section proved to be the difference this day. His 14-point card led the way over NETRA's Jason Cayer (15:457), ECEA's Fred Hoess (15:509), and NETRA points leader Hans Neff (15:661).

Nearly 200 contestants faced off in the hot, dusty conditions. An overcast morning provided a slight breeze to keep the conditions tolerable, but by the gas stop, the sun was blazing and the breeze subsided. An early 8 a.m. key time helped to get things started before things got too hot.

A brief road section led to a check-in, which didn't surprise too many riders. In the day's first section, Neff set out on a breakneck pace, dropping 4:11. Cayer and Atkinson were the only other riders who managed to squeak out fours, with 4:25 and 4:46, respectively. Fives were respectable scores for the rest of the AA and A riders.

A healthy rest gave everyone a chance to rehydrate after the first timed section. In typical Rhody Rovers fashion, the second section consisted of another check-in, followed by a long section of single- and double-track trail run at a fairly brisk pace. In the day's second emergency section, Tom Norton decided to set the pace, nailing the checkout with a 3:54. Hoess came closest, and surely cursed at himself with a 4:00, followed by Cayer (4:12), Jack Lafferty Jr. (4:24), Bob White (4:25), Jerry Madore (4:26), and Atkinson (4:27). A handful of high fours and fives rounded out the rest of the AA and A rider field.

Several miles of easy riding provided riders a chance to cool down before the 45-minute reset at the gas stop. The Rhody Rovers ran into some last-minute land problems with the Connecticut DEM, forcing them to eliminate almost 20 miles of trail. Most folks didn't complain, however, as the added rest gave everyone a chance to hydrate, and even have some lunch.

The remaining sections after the gas stop proved to be some of the most fun of the day. The course wound itself over much of the very same trails used for the Rhody Ramble Turkey Run only a few weeks earlier. Norton and White successfully removed themselves from a chance at the overall win by burning the check into the next section. With sections run mostly at 18 mph and some at 24, most riders had to really hustle to stay on time, only to find themselves at a reset in the middle of the woods.

Another timekeeping section cost White and Norton more burn points, while everyone else easily zeroed the sneaky check-in. From there, the course sped along some very enjoyable trails and dirt roads on which most folks were able to stay on time. In the following section, a four was definitely the score to beat, as the entire AA field and the fastest A riders all dropped four.

A check-in followed another lengthy reset, which led to a short, quick section. Again, the entire AA field matched scores, with a one for everyone. At this point, Neff, Cayer and Atkinson all held 13 points on their score cards. There was a bit of confusion for the riders who weren't paying attention to their route sheets, as the checkout was a known control, causing some to think it was the end of the event. Only those with little enduro experience were caught napping.

Cayer held the advantage going into the last section, with his emergency points edging out Neff and Atkinson. However, Atkinson smoked almost everyone in the last timed section, dropping only one point in the tight and rocky but fast section. Only Hoess could match Atkinson's one-point card, but his five in the first section put him one point back from the overall win. Cayer's and Neff's two points left them solidly in second and third overall for the day.

(Above) Bill Atkinson took the overall win at the Lil' Rhody Enduro in West Greenwich, Rhode Island, by a single point. (Right) Fred Hoess (29) and Hans Neff (20A) were the second- and third-placed AA riders.

Considering the heat and dust, along with the deteriorating trail conditions, the Lil' Rhody had a very high finisher rate. After tallying the score cards, Atkinson's late-day charge left him standing alone with a 14-point score. Several 15s had to be decided by tie breakers in the AA class, including Hoess' 15 for fourth overall.

Mark Hummel, an A Light rider, had a 15-point score that let him take home the big A High Point trophy and fifth overall on the day. In the B class, four-stroke rider James Bowen cruised to the High Point with an astonishing 17-point score. C Veteran rider Anthony Calabro smoked the rest of the C-rider field with his 38-point card. The Women's class was headed up by NETRA's Women's-class hotshoe, Dawn Silvia. Farrel Lord proved to be the fastest in the Masters division, while Keith Goodell's 31-point score left him on top of the Super Senior class.

Hans Neff's third overall leaves him squarely atop the points as the NETRA Enduro season heads out to the Berkshire Mudslinger for round seven. CN

Lil' Rhody Enduro
West Greenwich, Rhode Island
Results: July 18, 1999

O/A HP: Bill Atkinson (KTM).
A H-PT: Mark Hummel (KTM).
B H-PT: James Bowen (Hon).
C H-PT: Anthony Calabro (Suz).
AA: 1. Jason Cayer (KTM); 2. Fred Hoess (Hus); 3. Hans Neff (KTM).
A 125: 1. M. Dean Spencer (Yam); 2. Kevin Howley (KTM); 3. Martin Griff (Yam).
A 200: 1. Darrell Szlachetka (KTM); 2. Eric Corbin (Kaw); 3. Paul Bitting (Kaw).
A LT: 1. Jamie Wright (Yam); 2. Mike Nash (CRE); 3. Raffi Peterson (CRE).
A HVY: 1. Jim Burns (Hbg); 2. Tony Geraci (KTM); 3. Bill Sironen (KTM).
A 4-STRK: 1. Marc Grossmen; 2. Joe Wallace (Hon); Jim Simcock (Yam).
A VET: 1. Jim Mitchell (Hon); 2. Geoff Wurlitzer (CRE); 3. Fred Goldberg (CRE).
A SR: 1. Wayne Fontanazza (Yam); 2. Jim Price (Yam); 3. Bob Foster (Hon).
A S/SR: 1. Keith Goodell (CRE); 2. Jack Lafferty Sr. (KTM); 3. Bob Agonis (G-G).
B 125: 1. Mark Beaureguard (KTM); 2. Anthony Fabiano (KTM); 3. Dan Collins (KTM).
B 200: 1. Mike Kaminski (KTM); 2. Jeffrey Johns (Kaw); 3. Roy Harrell (KTM).
B LT: 1. John Hummel (Yam); 2. Mike Berenbak (KTM); 3. Ryan Brown (KTM).
B HVY: 1. Stephen Jamison (Hon); 2. Trevor Davis (KTM); 3. Patrick Armstrong (Hon).
B 4-STRK: 1. James Green (Kaw); 2. John Considine (Yam); 3. Chris Crull (Yam).
B VET: 1. Jim Aiello (KTM); 2. Alan Ross (Hon); 3. Steve Bowman (Hon).
B SR: 1. Jim Devlin (Yam); 2. Peter Anania (Hon); 3. Ron Pratt (Kaw).
B S/SR: 1. Dave Mathison (Hus); 2. Mike Suriani (KTM); 3. Tim Stibitz.
C 125: 1. Paul Lussier Jr. (KTM); 2. Jeff Parker (KTM); 3. Robert Costa (Yam).
C 200: 1. Claudio Gottardo (Kaw); 2. Andrew Terry (KTM); 3. Brian Crysler (Kaw).
C LT: 1. Joe Clark (KTM); 2. Frank Frey (Kaw); 3. Don Quinn (Hus).
C HVY: 1. Robert Pyatak; 2. Bruce Cloney (KTM); 3. Russell Septelka (Hus).
C 4-STRK: 1. Ken Hawk (Hon); 2. David Oram (Yam); 3. William Gavin.
C VET: 1. David Gargiulo (KTM); 2. Gene Howe (Suz); 3. Bob Kelliher (Yam).
C SR: 1. Jeff Fluckiger (KTM); 2. Charlie Kennedy (Suz); 3. Kevin McKenzie (KTM).
MSTR: 1. Farrell Lord (Kaw); 2. Tom Farley (CRE).
WMN: 1. Dawn Silvia (Kaw); 2. Jennifer Eyrich; 3. Lynn Singer (KTM).

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TRAVIS PASTRANA

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Hometown boy Scott Mainess took the Over 30 win at the 14th stop on the Rollercoaster Racing Tour in Charlotte, North Carolina.

Rollercoaster Racing Tour Supercross Series Round 14

Mainess Metrolina's main man

By Barbara Williams
Photo by Loren Williams

CHARLOTTE, NC, AUG. 7

Scott Mainess of Charlotte, North Carolina, cruised his Performance Honda CR250 to a well-deserved win in the Over 30 class at round 14 of the Rollercoaster Racing Tour Supercross Series. A brief rain shower that was just enough to dampen the track provided perfect tackiness for Mainess to abscond with the holeshot and lead every lap of the qualifier and main event.

In spite of being drenched two weeks previously here at Metrolina, nearly 200 riders came out to have fun on the expertly prepared JMX Racing circuit. The Carolinas are in a drought situation this summer, and Metrolina has been on both ends of the spectrum. This race began with a slight dust problem. After practice and every few qualifiers, the riders waited patiently for the JMX crew to water the track. Then, a few races into the mains, the first spatters of rain hit the scoring sheets.

As the spatters turned into showers, and riders ran for their canopies or vehicles, Mainess worried that his car might get stuck in the parking lot, but he wasn't concerned about riding in any mud.

"It's an equalizer," he smiled. Mainess has been observed to be very good in the mud.

At the start, Scott jumped out in front, with only Nathan Lekson, leader of Unlimited Am, ahead of him. Scott Moore of Hickory, North Carolina, got off the line well and ran second to Mainess for a couple of laps until an unexpected slick spot spun his YZ around and demoted Moore to the end of the line.

Geoff Nosal of Charlotte, trying out a new ride to see if it suited him, stepped up to take over the second spot, but by then Mainess had hooked up with Lekson and the pair were leaving the zip code.

At the checkered flag, Lekson still headed the combined field, with Mainess breathing down his neck. Nosal came across the line ahead of Chip Morrow and Freddy Patterson to gain two points in their heated series battle.

Mainess leads the Over 30 class points race by almost 60 points and seems set to take home the year-end championship honors.

Kyle Pulley rode his Honda to his very first win ever in the 80cc Beginner class, ahead of 10 other riders who were just as determined. Kyle followed qualifier winner Joshua McLaughlin of Motocross World for the three-lap dash, getting comfortable with the Metrolina track. Then Pulley pushed his red ride out in front on the 80cc D main-event start, and led every lap to take an exhilarating win.

McLaughlin overcame a midpack start to finish runner-up, ahead of his MX World teammate, the package of TNT that is Cameron Rowe. In turn, Cameron held off M&H Suzuki's Alec Reinhardt of Newton, North Carolina, and Hager Motorsports' Dustin Bice of Rock Hill, South Carolina, for third place. CN

Metrolina SX
Charlotte, North Carolina
Results: August 7, 1999 (Round 14)

50 (4-6): 1. Chelsea McSwain (Yam); 2. Justin Stevens (Yam); 3. Justin Slawter (KTM); 4. Dylan Nash (KTM); 5. Chandler Lovett (Yam).
50 (7-8): 1. Josh Harris (Lem); 2. Patrick Johnson (KTM); 3. Brandon White (KTM); 4. Brandon Newman (KTM); 5. Zac Miller (KTM).
50 SHAFT: 1. Chelsea McSwain (Yam); 2. Justin Stevens (Yam); 3. Spencer Pigot (Yam); 4. Josh Dyar (Yam); 5. Chandler Lovett (Yam).
65 (7-9): 1. Josh Harris (Lem); 2. Aryton Dunkel (Kaw); 3. Brandon White (KTM); 4. Patrick Johnson (KTM); 5. Josh Trivette (Kaw).
65 (10-11): 1. Tieler Dodge (Kaw); 2. Tim Hoyle (Kaw); 3. Shawn Wyatt (Kaw); 4. Charlie Smith (Yam); 5. Bill McKown (KTM).
80 D: 1. Kyle Pulley (Hon); 2. Joshua McLaughlin (Hon); 3. Cameron Rowe (Kaw); 4. Alec Reinhardt (Suz); 5. Dustin Bice (Kaw).
JR MINI: 1. Chris Osborne (Suz); 2. Davin Price (Suz); 3. Zack Mitchell (Suz); 4. Tieler Dodge (Kaw); 5. Aryton Dunkel (Kaw).
85 (12-13): 1. Jordan Harrill (Kaw); 2. Nick Flowers (Yam); 3. T.J. Knight (Yam); 4. Chevis King (Suz); 5. Michael Martin (Yam).
85 (14-15): 1. Jeffrey Arnold (Hon); 2. Jim Brown Jr. (Kaw); 3. Jeremy Allison (Suz).
S/MINI: 1. Chris Osborne (Suz); 2. Todd Nixon (Kaw); 3. Jordan Harrill (Kaw); 4. Jeffrey Arnold (Hon); 5. Nick Flowers (Yam).
125 EXHIB: 1. William Wilson (Yam); 2. Nathan Lekson (Yam); 3. Matthew Davis (Kaw).
125 C: 1. Josh Johnston (Kaw); 2. Kevin Helms (Hon); 3. Scott Knight (Yam); 4. Alex Harrill (Kaw); 5. Jacob Baertlein (Yam).
125 D: 1. Chris Clarkson (Suz); 2. Tony Bridges (Suz); 3. Matt Yow (Hon); 4. Michael Almond (Kaw); 5. Steven Helms (Yam).
250 EXHIB: 1. William Wilson (Yam); 2. Matthew Davis (Kaw); 3. Jim Ruess (Yam).
250 C: 1. Jesse Baker (Suz); 2. Shannon Logan (Yam); 3. Duane Ordway Jr. (Kaw); 4. Chris Norris (Hon); 5. Eric Kinley (Hon).
250 D: 1. John R. Jones (Kaw); 2. Matt Meadows (Hon); 3. Chris Shank (Suz); 4. Jeff Yow (Hon); 5. Steve Abernathy (Hon).
25+ C: 1. Duane Ordway Jr. (Kaw); 2. Geoff Nosal (Hon); 3. Mike Baucom (Kaw); 4. Chris Norris (Hon); 5. Michael Purvis (Hon).
30+: 1. Scott Mainess (Hon); 2. Geoff Nosal (Hon); 3. Chip Morrow (Kaw); 4. Freddy Patterson (Kaw); 5. Steve Addington (Hon).
35+: 1. Scott Campbell (Kaw); 2. Travis Bell (Suz); 3. Chip Morrow (Kaw); 4. Michael Graham (Suz); 5. Glen Lott (Kaw).
U/L AM: 1. Nathan Lekson (Yam).
U/L C/D: 1. Jesse Baker (Suz); 2. Josh Johnston (Kaw); 3. Alex Harrill (Kaw); 4. Kevin Helms (Hon); 5. Jacob Baertlein (Yam).

Cal-Expo Speedway Championship

Bast best

By M. Sober

SACRAMENTO, CA, AUG. 7

Current Northern California Speedway points champion Bart Bast put together an almost flawless night of racing to take the 1999 Sideways Saturdays Cal-Expo track championship. Bast, who so far in '99 hasn't won a lot of mains, still leads the points chase due to his weekly consistency, and he showed the venue's biggest crowd of the season that he is still the man to beat in Speedway's premier events.

Mike Faria and Jimmy Sisemore tied for second place, a single notch behind Bast, with 13 points apiece.

"I knew coming in here today that I had a real decent chance of winning this thing, (and that) my first heat against Mike and Jimmy would decide a lot," said Bast. "And having the pole didn't hurt my chances any."

Chad Felicio opened up the show with a clear win ahead of Paul Orlandi and Steve Martynse. In the second heat, Bast jumped out in front of Faria and Sisemore, putting Faria one point off the pace and Sisemore two back when he finished third. Tommy Hedden kept pace with Bast in the third heat, leading last year's Cal-Expo champion, Bob Hicks, and Ian Ferris to the checkered. Ryan Fisher wrapped up the first of the five rounds with a win from the pole over Dave Faria and Sammy Bast.

In the second round, the brothers Bast faced each other and finished first and second: Bart won, and Sammy held on to the runner-up spot, ahead of Ian Ferris. Faria got into the win column in heat two when he outgated Robert Curry, Felicio and Rick Shafer. Sisemore also recovered quickly from his first-round mistakes, putting a quick end to any thoughts Fisher might have had about continuing his perfect score. Fisher led the first lap and a half before the "Jammer" worked him on the inside line, taking his three points away. Orlandi and Dave Faria took turns taking themselves out of contention in the round's last ride, giving the win to Rich Marcucci and second to the off-pace Tommy Hedden.

Mike Faria opened up the third round with a win over his older brother Dave, and Bob Hicks. Bast left everyone at the line in the next heat; Fisher got no start to speak of and had to work around Tommy Hedden in the late going just to salvage a single point. In heat three, Ian Ferris got his only win of the meeting, outpacing Curry after a restart that didn't include Marcucci, who suffered sore ribs in a lap-one crash with Martynse. Sisemore collected the last win of the third round the hard way: The "Jammer" had to work his way to the front after a terrible start left him trailing eventual second-place finisher Orlandi and Sammy Bast after the initial lap.

Sisemore came right back and opened up the fourth round with a win from the pole. Curry held off Hedden for second. In the second start, Sammy Bast apparently touched the tapes and was thrown out by referee Scott Callahan. The second-year official, who had the unenviable task of trying to deal with the mechanically deteriorating starting gate, had trouble with inconsistent calls and a severe lack of credibility due to reversed decisions. After Bast was tossed, Hicks won the restart over Felicio and reserve rider Scott "The Green Guy" Olney.

Bart Bast's perfect score came to an abrupt end in the next ride when Dave Faria outgated and then impressively held off the champion, collecting the three-point win and dropping Bart into a tie with his brother Mike at 11 points apiece. In the round's final race, Mike Faria appeared to touch the starting tapes and was apparently disqualified from the heat, which touched off a show of major disapproval from the crowd. After rolling back to the pits, Faria soon reappeared and was inexplicably allowed to restart. On the restart, the three-time U.S. Champion made short work of Fisher, Orlandi and Ferris. Going into the final round, Faria and Bast led with 11 points and Sisemore sat one point back at 10.

Fisher finished his night just the way he started it: with a snappy start, four flawless laps and a three-point win. Rick Shafer and Scott McNeil scored their first points of the meeting when they finished second and third, respectively.

Sisemore did his best to keep the pressure on the leaders in the next heat when he dominated Ferris and Felicio on his way to the win. The referee experienced more problems in the next event when Martynse fell in the first corner and Mike Faria, who obviously felt an uneven start was the cause, slowed in turn two, bringing out the red clipboard.

On the restart, Faria, who started from the outside lane, had trouble negotiating the first set of turns and Sammy Bast at the same time, which allowed quick-gating lane-two starter Tommy Hedden to grab a lead that "Flyin'" Mike could never overtake. Faria managed to get second place back in the late goings, but the hot-and-cold-running Hedden had taken a valuable point in the process. Faria was now tied with Sisemore at 13 total points. Bart Bast had 11 points, with one ride remaining. In the evening's final race, Bast had the pole and took the decisive win ahead of Curry and Hicks. CN

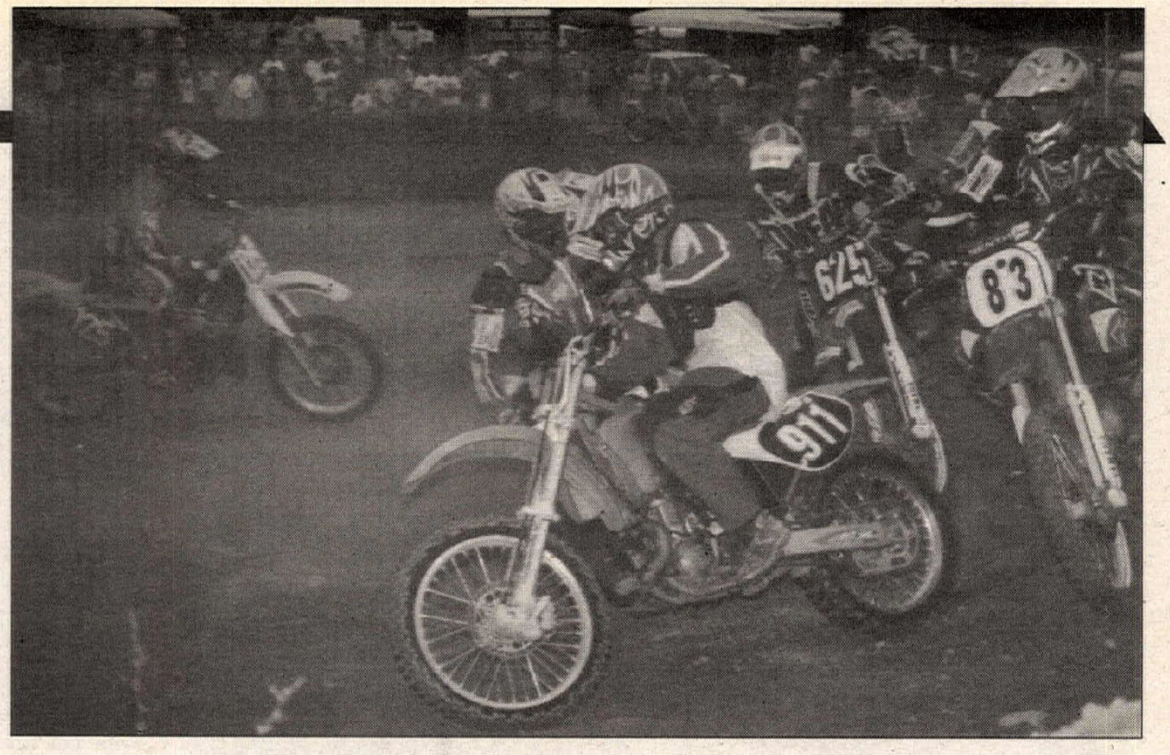
Cal-Expo Speedway
Sacramento, California
Results: (August 7, 1999)

O/A: 1. Bart Bast (Jaw); 2. (TIE) Jimmy Sisemore (GM)/Mike Faria (GM); 4. Ryan Fisher (Jaw); 5. (TIE) Tommy Hedden (Jaw)/Chad Felicio (Jaw); 7. (TIE) Bob Hicks (Jaw)/Robert Curry (Jaw); 9. (TIE) Ian Ferris (GM)/Dave Faria (GM); 11. Paul Orlandi (GM); 12. Sammy Bast (Gdn); 13. (TIE) Steve Martynse (Jaw)/Rich Marcucci (Jaw); 15. Rick Shafer (Jaw); 16. (TIE) Scott McNeil (Jaw)/Scott Olney (Jaw) 1.
D-2 C'SHIP: 1. Shawn Eldridge (Jaw); 2. Terry McCurdy (Jaw); 3. Mike Browne (Jaw); 4. Harlan Bast (Wes).
D-3 C'SHIP: 1. Kevin Fereira (Wes); 2. Mark Thomas (Jaw); 3. Vince Bertolucci (Wes).
D-1 JR C'SHIP: 1. Eric Carrillo (Jaw); 2. Bryan Yarrow (Jaw); 3. J.J. Martynse (Wes).
D-2 JR C'SHIP: 1. J.T. Mabry (Jaw); 2. Alex Marcucci (Wes); 3. Greg Hooton (Wes); 4. Brenton Bast (BSA).
D-3 JR C'SHIP: 1. Chris Olney (Wes); 2. Danny Easley (Wes); 3. Mark Carrillo (Wes).

Rollercoaster Racing Tour Supercross Series
Round 15

White wins at Shelby Supercross

By Barbara Williams
Photo by Loren Williams



Steven White leads the start of the Unlimited C/D race at the Supercross in Shelby, North Carolina.

SHELBY, NC, AUG. 14

Kawasaki-mounted Steven White of Pisgah Forest, North Carolina, took the Unlimited C/D class by force at round 15 of the Rollercoaster Racing Tour Supercross Series. White also placed third in the 250cc C constest, after a spirited battle for the lead with Jesse Baker and Kyle Henson.

Nearly 240 riders gathered at Shelby's Cleveland County Fairgrounds to enjoy a night of perfect racing - dark and cool, in welcome contrast to the afternoon.

"The weather here has been very hot, with plenty of heat advisories, and pretty dry, too," commented JMX Racing promoter Joe Williams. "Thunderstorms can pop up out of nowhere in these conditions, and we thought one was going to get us this evening. But it turned out to be only a nice, cool breeze."

White's 250cc C qualifier start was impressive: first to turn one - and first straight over the berm. While the entire field roared through the bowl turn, White sheepishly picked up his KX250, remounted and began the hard work of coming back from dead last. He made it back up to seventh in the four-lap dash, while Henson romped to the qualifier win.

White's start in the 250cc C main event was much better, tucked in behind holeshot grabber Jesse Baker, who leads the Rollercoaster Tour points chase. Henson and returnee Shannon Logan came up to join the fun, temporarily displacing White to fourth. But White wasn't going to take that lying down, and all the 250cc C action began to happen behind Baker, who blissfully cruised in front, oblivious to the turmoil in his wake.

White worked on Logan for a couple of laps, finally powering past and into third, all set to chip away at Henson. While Logan tried unsuccessfully to make a return pass on White, White's efforts to put Henson back one slot were also in vain, even though he could get a wheel on Kyle. At the checkered flag, Baker came across first, followed by Henson, White, Logan and Brad Hamrick, who overcame the worst start of the main event to finish fifth.

Though it featured a much larger field, the Unlimited C/D contest went better for White. Again he used his qualifier to get the feel of the track and the other racers in the class, throwing away his holeshot with a midrace bobble and again finishing seventh.

But White was more than ready for the Unlimited C/D main-event start, jumping to the front and successfully completing turn one, and then leading every lap to the finish. Alex Harrill, Freddy Rowe III, Baker and Kevin Helms provided great racing action but could not dislodge White. CN

Shelby SX
Shelby, North Carolina
Results: August 14, 1999 (Round 15)

50 (4-6): 1. Cody Robbins (Cob); 2. William Mack Dickson (Cob); 3. Colton Renaker (KTM); 4. Chelsea McSwain (Yam); 5. Justin Stevens (Yam).

50 (7-8): 1. Josh Harris (Lem); 2. Brandon White

After a brilliant career, Doug Henry has decided to make this his last season on the National circuit. But even though he's saying goodbye, the defending 250cc National Motocross Champion is still riding like he is as hungry to win as ever. Henry blew away the entire field at Kenworthy Motocross Park in Troy, Ohio, finishing the day 1-1 and holding off late-moto charges by some of the best riders in the world. And while this may be only his second season as a pro, Nick Wey has already learned how much fun it is to say "see ya" to the competition. The 1998 AMA Rookie of the Year won his first 125cc National at Spring Creek MX Park in Millville, Minnesota. Say hello to a guy who's got Champion written all over him.

Point is, whether you're a past or a future champion, you'll appreciate the form, fit and function of the finest off-road helmet in the world. The VFX-R has a streamlined, sculpted shape that totally integrates an advanced ventilation/lining system. It uses Shoei's proprietary multi-fiber "bagmolded" shell and features a removable liner and washable nose filter, velocity visor and protective EPS chin-bar. It's the way to start. And finish.

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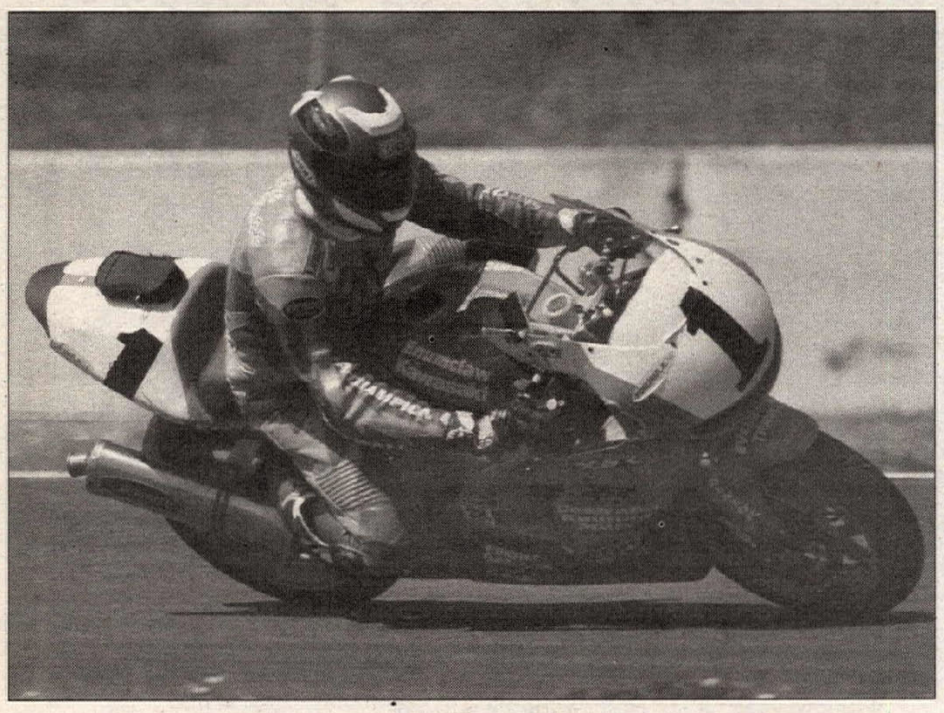


Mike Sullivan won both Formula races and the 126 Horsepower race at Portland International Raceway's Festival of Speed.

(KTM); 3. Brandon Newman (KTM); 4. Lucas Long (KTM); 5. Zac Miller (KTM).

50 SHAFT: 1. Cody Robbins (Yam); 2. Chelsea McSwain (Yam); 3. Tate Barr (Yam); 4. Colton Renaker (Yam); 5. Tyler McSwain (Yam).

65 (7-9): 1. Les Smith (Kaw); 2. Trey Matthews (Kaw); 3. Patrick Johnson (KTM); 4. Josh Harris (Lem); 5. Brandon White (KTM).

65 (10-11): 1. Jared Tuten (KTM); 2. Tim Hoyle (Kaw); 3. Tieler Dodge (Kaw); 4. Shawn Wyatt (Kaw); 5. Charlie Smith (Yam).

80 D: 1. Alec Reinhardt (Suz); 2. Joshua McLaughlin (Hon); 3. Kyle Pulley (Hon); 4. James Spooner (Kaw); 5. Josh Bolick (Kaw).

JR MINI: 1. Chris Osborne (Suz); 2. Jared Tuten (KTM); 3. Zack Mitchell (Suz); 4. Justin Hopson (Kaw); 5. Tieler Dodge (Kaw).

85 (12-13): 1. T.J. Knight (Yam); 2. Jordan Harrill (Kaw); 3. Nick Flowers (Yam); 4. Jeremy Allison (Suz); 5. Clyde Roberts (Kaw).

85 (14-15): 1. Jeffrey Arnold (Hon); 2. Jim Brown Jr. (Kaw).

S/MINI: 1. Chris Osborne (Suz); 2. Jordan Harrill (Kaw); 3. Jeffrey Arnold (Hon); 4. Nick Flowers (Yam); 5. Jim Brown Jr. (Kaw).

125 EXHIB: 1. Paul Justus (Suz); 2. William Wilson (Yam); 3. Troy Crisp (Suz); 4. Jerry Strange (Yam); 5. Justin Holliday (Yam).

125 C: 1. Josh Johnston (Kaw); 2. Scott Knight (Yam); 3. T.J. Ford (Yam); 4. Samuel Davenport (Yam); 5. Dustin Ledford (Yam).

125 D: 1. Josh Hinson (Hon); 2. Scott Moore (Yam); 3. Chris Clarkson (Suz); 4. Reagan Perry (Suz); 5. Tony Bridges (Suz).

250 EXHIB: 1. William Wilson (Yam); 2. Paul Justus (Suz); 3. John Guker (KTM); 4. Troy Crisp (Suz); 5. Justi Holliday (Yam).

250 C: 1. Jesse Baker (Suz); 2. Kyle Henson (Suz); 3. Steven White (Kaw); 4. Shannon Logan (Yam); 5. Brad Hamrick (Yam).

250 D: 1. John R. Jones (Kaw); 2. Jeremy Wilcox (Yam); 3. Glen Lott (Kaw); 4. Matt Meadows (Hon); 5. Chris Shank (Yam).

25+ C: 1. Danny O'Reilly (Kaw); 2. Michael Purvis (Hon); 3. Jody Main (Yam); 4. Dwayne Hill (Suz); 5. Mike Baucom (Kaw).

30+: 1. Dwayne Hill (Suz); 2. Chip Morrow (Kaw); 3. Jody Main (Yam); 4. Steve Addington (Hon); 5. Freddy Patterson (Kaw).

35+: 1. Scott Campbell (Kaw); 2. Travis Bell (Suz); 3. Chip Morrow (Kaw); 4. Freddy Patterson (Kaw); 5. Glen Lott (Kaw).

U/L AM: 1. Jason Brendle (Hon).

U/L C/D: 1. Steven White (Kaw); 2. Alex Harrill (Kaw); 3. Freddy Rowe III (Yam); 4. Jesse Baker (Suz); 5. Kevin Helms (Hon).

Northwest Motorcycle Festival of Speed

Sullivan takes three

By Tim Seabring

PORTLAND, OR, JULY 16-18

Portland International Raceway hosted the seventh annual Northwest Motorcycle Festival of Speed. It is the largest motorcycle road racing event to take place in Oregon each year. Highlighting the weekend's activities were the Yuasa Formula-USA races featuring unlimited-displacement machines, the Dynojet 126 hp race, the dBcom 106 hp race, Super TT racing, OMRRA's own series racing from novice to expert, and a stunt-riding show by Gary Rothwell.

The Portland track is relatively flat, with a long front straight and a fast back straight. With riders hitting speeds of over 190 on the front straight, Portland has a reputation as a "horsepower" track. However, a rider who has the ability to run into the corners faster can make up for lack of horsepower with skill and braking technique. Such was the case with the winner of both Formula races and the 126 hp event, Mike Sullivan, formerly a nationally ranked dirt tracker and AMA 250cc GP racer. Mike has raced for 29 years without missing a season. Mounting mostly privateer efforts with limited sponsorship from small businesses, he was able to attain podium finishes in 250cc GP competition.

Prior to Sunday's main events, Sullivan not only set the fastest qualifying time of 01:08.9, but consistently pealed off lap after lap in the nines. He was to ride his own bike in the 126 hp race and a Zlock Racing-prepped Team Green Kawasaki superbike in the Formula event.

"The superbike had a lot of R&D time into it," Sullivan said. "Ohlin front end, Fox shock, the frame was gusseted up, it had a stronger swingarm, and Zlock has a kit that makes it into a 950. It's more difficult to ride but easier to go faster on, as compared to a 600cc bike - you've got to use a lot of throttle modulation to keep the wheel from spinning."

After two laps, the first Formula race of the day was red-flagged due to a crash. On the restart, Sullivan was ready to ride fast.

"I remember I passed Vince Haskovec at the end of the back straight in turn seven," Sullivan recounted. "At the end of the next straightaway, I outbraked Dave Cook into turn one and passed him for the lead... As soon as I felt the Dunlop tires come in good, I went for it pretty much."

Finishing second and third were Dave Cook and Keith Pinkstaff, respectively.

Sullivan and Dan Zlock, who helped design the bike, had a basic strategy of taking the lead and stretching it out for the rest of the race.

In the 106 hp race, Dave Cook took first, Alan Schmidt second and Rob Carpenter third. Both Cook and Carpenter placed in other races.

Part of the appeal of the Northwest Festival of Speed weekend is the wide range of events. Two Super TT races were held. Half of the course is on the paved track, and the other is over a motocross track on the infield. Riders wowed the spectators by sliding around paved corners. Gary and Joan Rothwell performed their stunt show, ranging from four-person wheelies to Gary dismounting the bike at more than 100 mph - sparks flying off his boots before remounting the bike - to mind-boggling stoppies.

The Dynojet 126 hp race turned out to be one of the most hotly contested of the day. Toby Jorgensen, a phenomenal dirt track rider, would back his Suzuki's rear end around corners and then draft past Sullivan on the front straightaway; Sullivan would then outbrake him and pass him back in other corners. Mike Mitchell and Rob Carpenter entered the fight and first place was up for grabs. At the finish line, it was Sullivan, Jorgensen and Carpenter.

In the second Formula race, Sullivan had a chance at nabbing the Dunlop Double - an additional $2000 for winning both Formula races.

"I wanted to win," Sullivan stated. "I was totally in win mode. After a couple of laps, Dave Cook, Keith Pinkstaff and I were dicing it out, and out of the corner of my eye I saw Vince Haskovec. The next lap, his Suzuki went by me on the front straight like it had rocket fuel. I think I did an 8.7 or 8.9 chasing him. I'd catch him on the brakes and pass him back, then he would zap me down the straightaway. My strategy was to stay as close to him as possible so I could get him on the last lap."

Unfortunately for Haskovec, during the 15-lap, 30-mile race, his machine suffered a mechanical problem (possibly a blocked fuel line) and he dropped back to fifth.

"With most laps in the nines, the last lap I did was a 10.5," said Sullivan. "I was braking early. They gave me the signal I had a lot of room, so I just wanted to bring it home safely. I was happy - happy about the race, happy about how much money I was going to make!" CN

Portland International Raceway
Portland, Oregon
Results: July 16-18, 1999

F-USA RACE 1: 1. Mike Sullivan (Kaw); 2. David Cook (Yam); 3. Keith Pinkstaff (Kaw); 4. Karl Schenk (Yam); 5. Mike Mitchell (Yam).

F-USA RACE 2: 1. Mike Sullivan (Kaw); 2. Keith Pinkstaff (Kaw); 3. David Cook (Yam); 4. Karl Schenk (Yam); 5. Mike Mitchell (Yam).

126 HP: 1. Mike Sullivan (Kaw); 2. Toby Jorgensen (Suz); 3. Rob Carpenter (Yam); 4. Mike Mitchell (Yam); 5. John Dugan (Suz).

106 HP: 1. David Cook (Yam); 2. Alan Schmidt (Kaw); 3. Rob Carpenter (Yam); 4. John Dugan (Yam); 5. Stephen Stallman (Yam).

Virginia Championship Hare Scrambles Series
Round 9: Rattlesnake HS

Edmondson snakes the win

By Heather Greer

WYTHEVILLE, VA, AUG. 15

Who would have suspected that one of the most technical and tackiest courses of the EBC/KBC/Pro Art Works/Tucker Rocky/Havoline/Tsubaki/Creech Insurance/Pirelli/Cycra/MSR/FMF/Answer/MX East/UNI/Scott/FX/Quick Strap/A-Loop/Silkolene/Underware/ Pro Grip/No Fear-sponsored Virginia Championship Hare Scramble Series lay just beyond the peaceful, quiet pastures of the Tate Farm? Close to 250 riders held on to their front brake for a dead-engine downhill start, in eager anticipation of riding this brand-new 5-mile course.

The AA class flew wide open through the pasture off of the start. FMF/Maire/Valley Kawasaki's Stephen Edmondson led the pack, with Motor Imports' Kawasaki rider Daniel Morrison and Casey Cycle City's Yamaha rider Jason Greer following close behind. Edmondson used extraordinary skill and speed to set up a 15-second lead on the first lap. Meanwhile, Greer surprised Morrison by shooing past him on the grassy open field leading to the scoring barrels. On the last lap, Edmondson made a bold move to pass downed riders on an uphill and found himself hung up on a rotting log. He pulled off of the log just as Greer was coming up the hill, holding his lead and taking the overall. Greer came in second and took the class win, with Morrison holding on to third.

The 200cc A class was a battle between Valley Kawasaki-sponsored Tommy Reynolds and Factory Connection/Fifer Sheet Metal-sponsored KTM rider Brian Morgan. Reynolds took the holeshot and held on to the lead for the entire race.

In the 250cc A class, Cycle Center-sponsored Kawasaki rider Wesley Moran blasted through the field off of the start with Tony Deal and David Ashley tearing after him. The three stayed in that order for most of the race, though Deal confessed to giving series videographer Mike Jackson plenty of crash footage in the rocks. Moran came through the barrels first, Deal came in second, and Ashley rode consistently to finish third.

Valley Kawasaki's Four-Stroke A rider Rickie Huffman made an impressive charge off the start and muscled through each difficult section with ease to take the class win. Jeff Solinger came from last place to take second. Eric Hytinen rode to third.

The Vet A class was dominated by Mark IV Yamaha rider Montie Orr. Riding through rock gardens effortlessly and blasting through an off-camber that left many riders in the bottom of a ravine, Orr claimed the class win. Yamaha rider Karl Johnston rode Orr's pace during the first lap but got twisted in some pretty severe rocks before a tricky bridge/uphill section. Gil Griggs bounced past Johnston in the rocks but fell on the slick uphill. Johnston got by Griggs and took second. On the last lap, Harleywood Racing's Honda rider Darrel Harley came by Griggs, who lost traction and found himself and his bike in the horizontal position. Harley came in third and Griggs came in fourth.

Mark IV-sponsored KTM rider Robert Jones took the lead and the win in the Senior A class. Larry Adams took off in second but was passed by Ron Hale. Hale found himself wedged tightly in some rocks and was passed by Adams, who came through the scoring barrels in second. Fred Brown got around Hale, Tim Norris and Jerry Parker to take third.

In the 200cc B class, Independent Cycle-sponsored Yamaha rider Dustin Staton took the holeshot and the early race lead. Bryan Happle got past Staton and Kawasaki rider Mike Lancaster to

take the lead at midrace. Happle took an extremely slippery uphill line out of a ravine, lost traction and wound up at the bottom with the bike on top of him. Staton made the pass on Happle and took first place, despite losing his kick-starter. Lancaster took second. Warren Stimpson came in third.

Yamaha rider Craig Randle shot across the pasture off of the 250cc B-class start to take the early lead. KTM rider Dale Shaffer found a way around Randle in a gnarly rock section to take the lead and the win at the finish. Randle held on to second, while Kawasaki rider John Becker came back from a last-place start to take third.

In the Four-Stroke B class, Honda riders Tommy Tomlinson and Stephen Croy battled for first place in the first few laps of the race. Croy got tangled up in a bottleneck in a nasty bridge section, allowing Tomlinson the opportunity to take a high line to make the winning pass. Croy came in second. Kawasaki jockey Allen Shaffer rode a consistent race to place third.

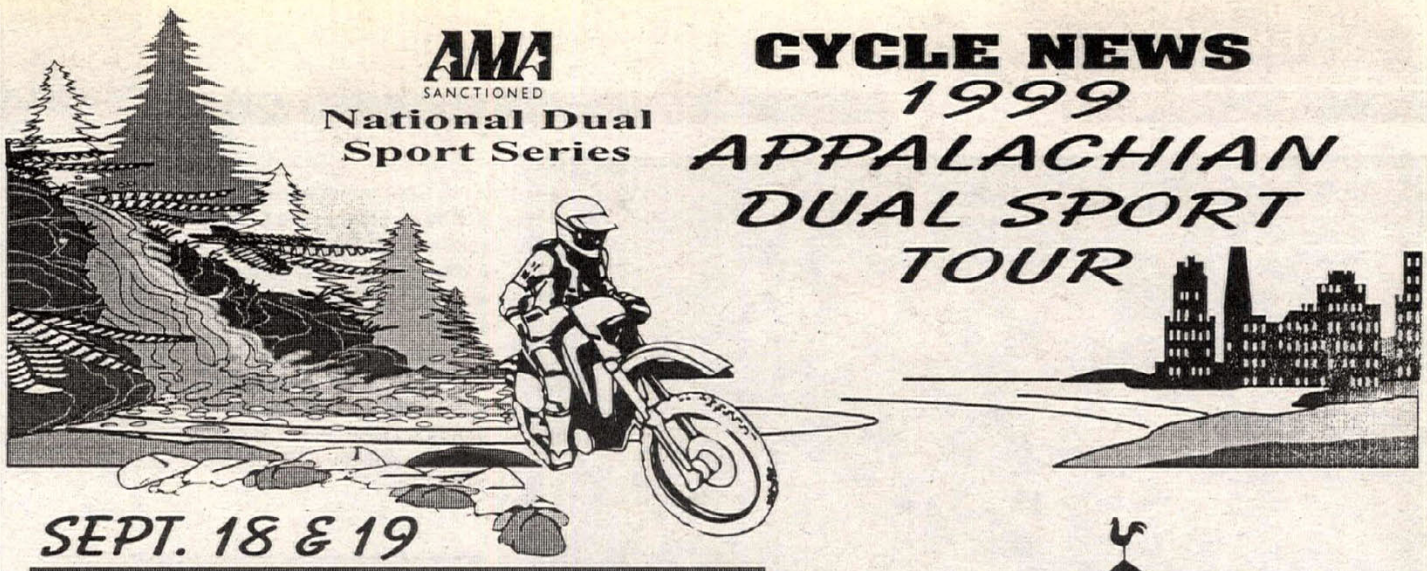
The Vet B class was led by Yamaha rider Randy Fink, who passed holeshot snatcher Christopher Main. The battle for second was between Main, Andy Phillips and Ernie Hostetler. Phillips bounced past Hostetler across a rock section to take second. Main also got by Hostetler to take third, and Hostetler came in fourth.

In the Senior B class, Honda rider Wally Turfboer took control with an impressive holeshot. Turfboer maintained his lead even as he found himself plastered to the side of a tricky off-camber. Knowing that second-placed Bob Wick was coming up fast, Turfboer unglued himself from the hillside and came through the finish barrels in first. Wick came in second, with Howard Roquet third.

The Supermini class was dominated by Cycleworld/WERKS Engineering/Fox-backed Bryan Happle, who managed an impressive finish despite losing his brakes on the first lap. Happle was third in the woods, passing Daniel Parker and Timmy Craddock in turns and tight corners. Kawasaki rider Michael Sharp came from dead last on the start to pass the pack on a bridge crossing to take over second, despite the handicap of a flat front tire. Chris Cooper also pulled a few slick moves to earn third place. CN

Rattlesnake Hare Scrambles
Wytheville, Virginia
Results: August 15, 1999 (Round 9)

O/A: Stephen Edmondson (Kaw).
AA: 1. Jason Greer (Yam); 2. Daniel Morrison (Kaw); 3. Tommy Handy (Yam); 4. George Greer (Hon).
200 A: 1. Tommy Reynolds (Kaw); 2. Brian Morgan (KTM).
250 A: 1. Wesley Moran (Kaw); 2. Tony Deal (Kaw); 3. David Ashley (Hon); 4. Larry Trent (Suz); 5. Randall Ellison (KTM).
4-STRK A: 1. Rickie Huffman (Kaw); 2. Jeff Solinger (Yam).
VET A: 1. Montie Orr (Yam); 2. Karl Johnston (Yam); 3. Darrell Harley (Hon); 4. Gil Griggs (KTM); 5. Chuck Honeycutt (KTM).
SR A: 1. Robert Jones (KTM); 2. Larry Adams (Hus); 3. Fred Brown (Hon); 4. Tim Norris (KTM); 5. Jerry Parker (Hon).
200 B: 1. Dustin Staton (Yam); 2. Mike Lancaster (Kaw); 3. Warren Stimpson (KTM); 4. Scott Capewell (Kaw); 5. Bryan Happle (Suz).
250 B: 1. Dale Shaffer (KTM); 2. Craig Randle (Yam); 3. Jon Becker (Kaw); 4. Jeff Allgood (Hon); 5. Bob White (KTM).
4-STRK B: 1. Tommy Tomlinson (Hon); 2. Stephen Croy (Hon); 3. Allen Shaffer (Kaw); 4. Chuck Hannock (Hon); 5. John Hailey (Kaw).
VET B: 1. Randy Fink (Yam); 2. Andy Phillips (Hon); 3. Christopher Main (KTM); 4. Ernie Hostetler (Yam); 5. Greg Stallard (Suz).
SR B: 1. Wally Turfboer (Hon); 2. Bob Wick (Suz); 3. Howard Roquet (KTM); 4. Robert Blake (Kaw); 5. Buford Arnn (Hon).
200 C: 1. Brian Thompson (Hon); 2. Don Thompson (Kaw); 3. Chris Cooper (Kaw); 4. Eric Addison (Kaw); 5. Guy Stump (Kaw).
250 C: 1. Richard Henry (KTM); 2. Rick Huffman (Hon); 3. Bobby Keys (Hon); 4. Dexter Willis (Yam); 5. Eddie Scarberry (Kaw).
S/MINI: 1. Bryan Happle (Kaw); 2. Mike Sharp (Kaw); 3. Chris Cooper (Kaw); 4. Timmy Craddock (Kaw); 5. Todd Johnston (Kaw).



SEPT. 18 & 19

TOUR 4

WAYNESBURG, PA

Nestled in the mountains of south-western Pennsylvania is quaint Waynesburg - scene of the final round of our tour. This inaugural "Barn Burner" includes plenty of single track both days, with a few alternate advanced sections to wet your whistle. This run is held in memory of our Trail Boss, Greg Barnhart - one of the good guys.

Rank: Moderate to Challenging

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(Only 2-Day Participants eligible)

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Iron Butt	ANSWER Poker Run - Win an Answer Riding Jacket
Hard Luck	Knucklehead
Sportsmanship	Annie Oakley (Female Achievement)

Schedule of Events:

Friday:	6-9PM	Registration at Headquarters
Saturday:	7-8:30AM	Registration
	8:30AM	Mandatory Riders' Meeting
	9:30AM	Last Check- Out
		KTM Lunch
	6:00PM	Last Check-In
	6:00PM	**CYCLE NEWS/DUNLOP/ANSWER/ SUZUKI** Dinner, Contingency Prizes & Awards. FREE to all 2-Day entrants (Family & Friends welcome for additional fee)
Sunday:	7-8:00AM	Registration
	8:30AM	Mandatory Riders' Meeting
	9:00AM	Last Check-Out
		KTM Lunch
	3:00PM	Awards

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Requirements

- All Riders MUST be legally licensed; Parental consent required for minors.
- All Bikes MUST be legally licensed for highway use in its state of registration, and MUST be equipped with a USFS-approved spark arrestor and muffling system no louder than 98db(A), measured at 0.5 meters.
- All bikes will be subject to sound testing by the organizer. Testing will be discretionary with the organizer - in other words, if it sounds loud, we'll test it.
- Converted off-road competition machines may still be used provided they are properly licensed for street use and comply with the above requirements.
- All Participants MUST be current AMA members. Applications will be available at Registration.
- WE DO NOT PROVIDE MEDICAL INSURANCE, and we urge you NOT to ride a bike without it.
- No Numbers on Bikes.

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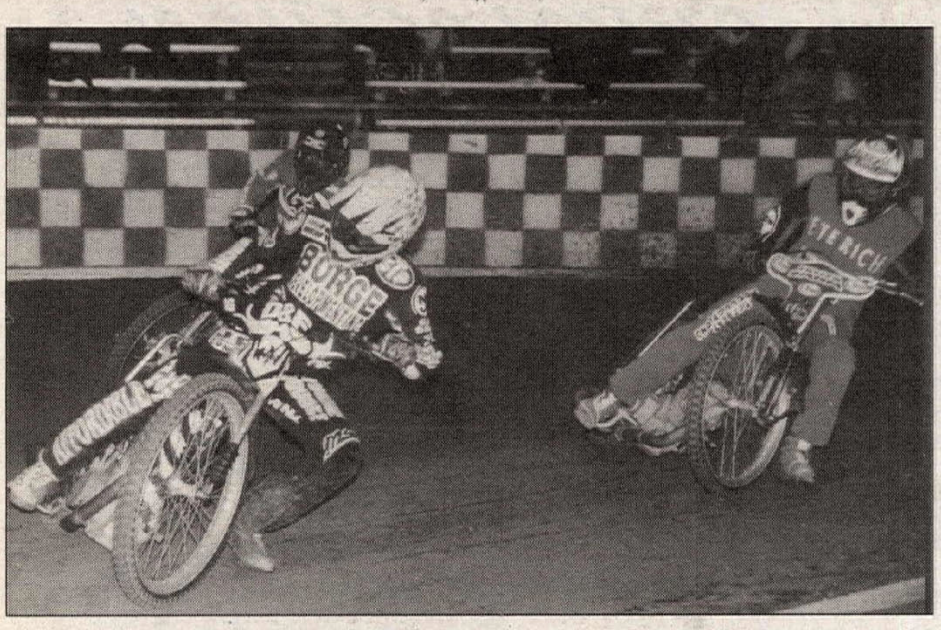
Expect 125 miles the first day and 80 miles the second, with designated gas stops along the route. You will be equipped with a route sheet for roll chart mounting. Our group leaders and sweep crew riders will be on hand for assistance if needed. Your entry includes 2 full days of dual sport adventure, Saturday night dinner, Poker Run entry, Scavenger Hunt entry, and eligibility for our great contingency prizes from our sponsors.



(Left) Charlie Venegas leads Bobby Hedden in the Scratch semi at Fast Fridays in Auburn, California. Venegas won the Scratch main event over Hedden, Mike Faria and Bart Bast.
(Right) Andy Northrup took the win by a tire-width in the Handicap main event at Costa Mesa Speedway in Southern California.

WMN: 1. Jessica Morrison (Kaw); 2. Christine Blake (Kaw); 3. Heather Greer (Hon); 4. Jennifer Canada (Suz); 5. Cindy Bishop (Kaw).
MINI: 1. R.J. Ferguson (Kaw); 2. Jonathan Hill (Kaw); 3. Charlie Harley (Kaw); 4. Taylor Faddis (Hon); 5. Preston Blake (Kaw).
JR MINI: 1. Zac Craddock (Kaw); 2. Cory Long (Kaw); 3. Brad Bakken (Kaw); 4. Ben Phillips (Hon); 5. Pierce Blake (Kaw).
P/W: 1. Billy Morrow (KTM); 2. Carl Austin (Suz); 3. Bradley Greer (Hus); 4. Kelsey Honeycutt (Yam).

Ferris takes a ride to Fast Fridays win

By M. Sober
Photo by Gen Moore

AUBURN, CA, AUG. 6
Former Junior Speedway racer Ian Ferris won his first main event of the 1999 Gold Country Fairgrounds racing season, taking the Handicap feature ahead of Tommy Hedden and visiting Speedway icon Billy "The Bullet" Hamill.

"I really needed this win here tonight," said Ferris after the race as he was swarmed by young speedway fans out for his autograph. "I've won a couple this year at Cal-Expo, but this is my first one up here at my favorite track."

Ferris, who started the race from the 20-yard stripe, worked his way around zero-yardage rider Matt King in the early going and went on to take the checkered flag on his Peterich Cycle-sponsored GM. Hedden. coming from the 40, took over second place on lap two and managed to hold off Hamill, who finished a close third. Hamill, the 1996 World Individual Speedway Champion, was also scheduled to start from the 40 but decided to move himself back to the 50-yard line before the main began. Tommy's older brother Bobby Hedden was fourth; last week's winner, Chris Manchester, was fifth; and Matt King picked himself up after collecting his turn-one soil sample and finished in sixth.

Charlie "The Edge" Venegas continues to treat the A&S BMW/Fast Fridays Scratch main as if it were his own personal proving ground. Venegas, who drew the inside starting position for the second week in a row, also grabbed the victory for the second consecutive week aboard his Borge/Affordable RV/Arai Jawa.

"Every night, every week, the turns just seem to get tighter and quicker," said the Edgy One while attending a family gathering after the meeting. "We just got this motor back together tonight before the race, and it was perfect."

Venegas' victory was his fifth of the season, which leaves him just one shy of Mike Faria's season-best six overall Scratch main wins, with just two regular points events left in the 1999 season.

Bobby Hedden, who was the only rider to make both mains, drew slot number two and was the second rider off the line, behind Venegas, when the tapes went up. Faria drew lane three and Bart Bast once again started from the outside. Faria beat Bast out of the gate but was forced to traipse after Bobby Hedden, who had a solid hold on second place, on the outside line. Bast also tried to run the outside dirt line but, like Faria, he found the traction to be a bit wanting and ended up finishing in fourth. Hedden was unable to track down Venegas and collected the second-place points a couple of bike lengths ahead of third-placed Faria.

Richard Powell beat Mark Thomas and Harlan Bast to the checkered flag in the second-division main. The third-division first-place trophy went to Ron Woodsford, who outdistanced Greg Hooton and Brian Leventon. Eric Carrillo won his seventh first-division Junior main of the year. Alex Marcucci topped out the second division, and Chris Olney beat Danny Easley to win the Junior main.

Results

SCR: 1. Charlie Venegas (Jaw); 2. Bobby Hedden (Jaw); 3. Mike Faria (GM); 4. Bart Bast (Jaw).
HDCP: 1. Ian Ferris (GM); 2. Tommy Hedden (Jaw); 3. Billy Hamill (Jaw); 4. Bobby Hedden (Jaw); 5. Chris Manchester (GM).
D-2: 1. Richard Powell (Jaw); 2. Mark Thomas (Jaw); 3. Harlan Bast (Wes); 4. Rachelle Kerr (Jaw).
D-3: 1. Ron Woodsford (Wes); 2. Greg Hooton (Jaw); 3. Brian Leventon (Jaw).
D-1 JR: 1. Eric Carrillo (Jaw); 2. Brian Yarrow (Jaw); 3. J.J. Martynse (Wes).
D-2 JR: 1. Alex Marcucci (Wes); 2. Greg Hooton (Wes); 3. J.T. Mabry (Jaw); 4. Brenton Bast (BSA).
D-3 JR: 1. Chris Olney (Wes); 2. Danny Easley (Wes); 3. Paul Johnson (Hon).

Marsh swamps Spokane ST

By Crystelle Whitney

SPOKANE, WA, JULY 30
In a close race with Todd Somers and Lonny Kopp, Larry Marsh won the 15-lap Pro main event at the Spokane Short Track in Airway Heights. Somers stole the holeshot and managed to hold Marsh off through most of the race, with Kopp right behind the whole way, but Marsh took the win.

Ernest Canedo stole the holeshot in the Vintage main event. With Randy Ray and Tony Goodner following close behind, Canedo managed to roll away with the win in a very competitive race.

Warren Ostrom dominated the Over 40 class by snatching the holeshot and running with it to capture the win against Mike Hammond and Mark Lang, who took a close second and third.

Chad Primmer and Keith Anderson fought for the win in the 80cc class. Primmer took the holeshot, and it was a fight to the finish, with the nod going to Anderson.

In the Open Amateur class, Dean Harrison took the holeshot and used it to take the win against Lang, Rory Whitney and Hammond.

Results

50 A: 1. Wyatt Maguire (KTM); 2. Kyle Keeling (KTM); 3. Sam Schoesler (KTM); 4. Jonathan Parker (Yam); 5. Austin Bohn (Hon).
50 B: 1. Tyler Weed (Yam); 2. Ben Haskins (KTM); 3. Beau Somers (Yam); 4. Derek McGuire (Yam); 5. D.J. LeRoy (Hon).
80: 1. Keith Anderson (Kaw); 2. Chad Primmer (Hon); 3. Josh Flannigan (Kaw); 4. Wyatt Maguire (Kaw); 5. Nick Anderson (Hon).
OPEN AM: 1. Dean Harrison (ATK); 2. Mark Lang (ATK); 3. Rory Whitney (Hon); 4. Mike Hammond (Suz).
VINT: 1. Ernest Canedo (Yam); 2. Randy Ray (Yam); 3. Tony Goodner (Kaw); 4. Pete Bennett (Yam); 5. Marv Becker (Yam).
40+: 1. Warren Ostrom (Hon); 2. Mike Hammond (Suz); Mark Lang (ATK); 4. Dean Harrison (ATK).
OPEN PRO: 1. Larry Marsh (Rtx); 2. Todd Somers (Rtx); 3. Lonny Kopp (Rtx); 4. Rob Kopp (Rtx); 5. Brian Watson (Rtx).

Wheelwright wheels right to Cahokia HC double win

By Bud Northrup

WHITE CITY, IL, AUG. 7
Eric Wheelwright, from Hanover, Illinois, made a rare trip to southern Illinois to ride in the Cahokia Creek Dirt Riders' hillclimb, and made his trip worthwhile with a perfect evening: two class wins and fast time of the night.

Wheelwright's first win came in the 250cc class, in which he was the first rider to post a sub-four-second time on his YZ250, a fine 3.924-second effort on his first ride. Big pressure, however, was applied by Eric Donaldson and Craig Scholz, who had driven all the way from Atchison, Kansas, for the event. Scholz first slipped under Wheelwright with a fast 3.918-second time on his Honda, and then his buddy Donaldson pushed into the lead with a slick 3.840-second time on his CR250. Wheelwright was ready, though, and launched his Yamaha with throttle wide open and delivered one of his incredible high-flying rides, topping the hill in a blazing 3.824 seconds to take the win.

Wheelwright continued his fast-time attack in the 600cc class, where he set the first-round time to beat at 3.827 seconds on his CR500, just ahead of Donaldson, who was close behind with a 3.852-second time on his Honda. In second-round action, Donaldson assumed the class lead and the fast time with an excellent 3.753-second run, only to see Paul Hackbarth, Wheelwright's traveling buddy, nail a 3.697-second time to move out into the lead and set yet another fast time. But Wheelwright was not to be denied, and he flew his Honda high over the top in a crowd-thrilling 3.631 seconds to take the class win and the coveted Fast Time trophy. Doug Campbell joined the three-second club with a 3.974-second run on his KX500 for fourth, while John Scroggins was almost there with a 4.010-second time on his Honda for fifth.

"Flyin'" Bob Fisher had another one of his good outings on his Superior Cycle Sportster, as he also picked up two class wins. Riding in the Senior class, he carded a 4.377-second time for the win, with Gayle Jenkins claiming second in 4.438 seconds on his Honda, just barely good enough to beat Tim Wiggins and his Triumph with a 4.464-second time. Fisher was even faster in the Pushrod class, posting an excellent 4.134-second time on his first run, and it held up for the win. Butch Fetters took second on his Harley, just edging young Josh Carrier, who put his Triumph over in 4.224 seconds for third. Wiggins took fourth on his Triumph in 4.309 seconds, just ahead of Harley-mounted John Jolliff, who stopped the clock in 4.333 seconds for fifth.

Results

85 YTH: 1. Damon Mayo (Hon); 2. Nick Mayo (Hon); 3. Jacob Tackitt (Yam); 4. Robby Noyes (Kaw); 5. Hobie Smith.
200: 1. Derek Birkenkamp (Hon); 2. Scott Sheets (Kaw); 3. David Summers (Kaw); 4. Dan Janus (Hon).
250: 1. Eric Wheelwright (Yam); 2. Eric Donaldson (Hon); 3. Craig Scholz (Hon); 4. Justin Meyers (G-G); 5. Doug Whitten (Hon).
400: 1. Paul Hackbarth (KTM); 2. Matt Peters (Hon); 3. Brent Land (Hus); 4. Doug Campbell (Hus); 5. Bill Stark (Hon).
600: 1. Eric Wheelwright (Hon); 2. Paul Hackbarth (Hon); 3. Eric Donaldson (Hon); 4. Doug Campbell (Kaw); 5. John Scroggins (Hon).
750: 1. Boots Weber (Yam); 2. Brent Land (Hon); 3. Josh Carrier (Tri); 4. Jim Redpath (Yam).
OPEN. 1. Randy Green (H-D); 2. John Jolliff (H-D); 3. Butch Fetters (H-D); 4. Jacob Bailey (Tri); 5. Scott Sheets (H-D).
SR. 1. Bob Fisher (H-D); 2. Gayle Jenkins (Hon); 3. Tim Wiggins (Tri); 4. Terry Bailey (H-D).
PROD: 1. Bob Fisher (H-D); 2. Butch Fetters (H-D); 3. Josh Carrier (Tri); 4. Tim Wiggins (Tri); S. John Jolliff (H-D).
FAST TIME: Eric Wheelwright, 3.631 (Hon).

McConnell, Northrup split wins at Costa Mesa Speedway

By Elaine Jones

COSTA MESA, CA, AUG. 14
Shawn "Mad Dog" McConnell and Andy "The Enforcer" Northrup split the wins at Costa Mesa's Skirt Night. McConnell took the richest race of the night, the Scratch main, while Northrup - with three broken bones in his right foot suffered just two short weeks ago - came from long yardage to take the Handicap main win.

The first Scratch semi saw the pole go to "Gorgeous" Gary Hicks. John "Boy" Aden was in two. Northrup drew three, with Dukie Ermolenko in four. The gate went to Hicks, and that was all the edge he needed to lead the field from start to finish in the quick four-lapper. Aden took second. Ermolenko and Northrup battled for third, and Northrup got the nod. Hicks and Aden secured their positions in the Scratch main, and Northrup and Ermolenko would go to the last-chance qualifier.

The pole went to "Rad" Brad Oxley in the second semi, with McConnell right next to him. Randy "The Rocket" DiFrancesco was in three, and on the outside was Bobby "Boogaloo" Schwartz. McConnell cut an awesome gate and was out on top, with Schwartz running second. Schwartz got caught on the outside and both Oxley and DiFrancesco were able to get by on the inside. Oxley held on to second and transferred to the main, along with McConnell. DiFrancesco and Schwartz would move to the LCQ.

Schwartz was on the pole for the LCQ, with Ermolenko in two, DiFrancesco in three and Northrup on the outside. Schwartz put in a textbook ride and led from start to finish. Ermolenko was second, with Northrup and DiFrancesco rounding out the field. Schwartz would be the final man in the Scratch main.

The Scratch main had Aden on the pole, with Schwartz in two and McConnell in three. Oxley loaded into five, with Hicks on the outside in five. The gate came up and Hicks tried to cut across the field to grab the low groove as they hit turn one. The only problem was that Schwartz was moving from the inside to his line and the two crossed paths, taking each other out of the way and opening the door for McConnell, who went right on by and into the lead. Aden and Oxley had a small battle over second, and it went right down to the white-flag lap, when Oxley finally was able to get a wheel under Aden and he came home second. Schwartz took fourth and Hicks fifth.

The Handicap main had "Smokin'" Joe Winston on the 10-yard line. Jason Chism shared the 30 with Charlie "The Tuna" Cooley. Aden and Northrup were on the 50, and Oxley, McConnell and Schwartz were all on the 60. Winston was out on top, and it took five laps for Cooley to move Winston out of the way and make way for the freight train that had bunched up, waiting for a chance at the lead. Once Cooley got by, the dam broke and Northrup, McConnell and Oxley were all fighting for a piece of the pie. It came down to the checkered, and it could not have been more than the width of a tire that gave the win to Northrup. Cooley had second, with McConnell third. Aden, Winston, Chism and Schwartz finished out the field.

McConnell took the Coors Challenge, besting Schwartz in the two-lap match race. Third went to Oxley, with Hicks and Northrup fourth and fifth.

Results

SCR: 1. Shawn McConnell (GM); 2. Brad Oxley (Wes); 3. John Aden (Jaw); 4. Bobby Schwartz (GM); 5. Gary Hicks (GM).
HDCP: 1. Andy Northrup (Jaw); 2. Charlie Cooley (Jaw); 3. Shawn McConnell (GM); 4. Brad Oxley (Wes), 5. John Aden (Jaw).
SDCR: 1. B. Matheson/D. Leeder (Yam); 2. J. Matherson/J. Eiland (Yam); 3. S. Cole/L. Cravens (Yam); 4. S. Morrow/C. Chapman (Suz).
SUP: 1. Gerry Duttweiler (Jaw); 2. Mark Adams (Jaw); 3. David Lynch (Jaw); 4. Bentley Barrett (Jaw); 5. Paul Hitchcock (Jaw).
SUP B: 1. Phil Harmatiuk (Jaw); 2. Shawn Harmatiuk (Jaw); 3. Brad Rudy (Wes); 4. Mike Boyle (Jaw); 5. Steve Carlson (Jaw).

Mooney on the money at CRC Motocross

By Greg Robertson

PALMDALE, CA, JULY 31
Although he may not have been the fastest rider in the class, Matt Mooney was the most consistent, and that's what it took to pull off the 125cc Beginner wins during California Racing Club's Saturday night motocross at Los Angeles County Raceway.

Mooney got the jump on the other 14 125cc Novices in the first moto, but his reign out front lasted less than a lap before Jonathan Gilliam dropped him to second. Nick Jepson came from a midpack start to pass Mooney for second, then was handed the lead when Gilliam went down. Jepson greeted the checkers first with five seconds to spare over Mooney, Cody Spaulding and Ryan Thurlow.

Gilliam and Thurlow battled over the second-moto lead right from the drop of the gate.

At California Racing Club's Saturday night motocross at Los Angeles County Raceway, Matt Mooney was the 125cc Beginner winner.

Mooney ran a close third and had his hands full with Spaulding, Darin Chisholm and Jepson. Thurlow kept the pressure on Gilliam up until the fifth lap, when he washed out in a turn. Before Thurlow could get restarted, both Mooney and Chisholm managed to sneak past. Gilliam continued on for the moto win, but Mooney's 2-2 rides claimed the overall. Gilliam's second-moto win gave him second overall, topping the 5-3 of Chisholm and the 4-4 of Thurlow.

In the opening 250cc Beginner moto, YZ250-mounted Bryan Ward absconded with the holeshot over Eugene Hernandez, Dean Bauer and the rest of the field. By lap two, Ward was being hounded by Bauer for the lead. Ward managed to slowly pull away from Bauer, but not before Jason Bikowski was able to get around both of them for the first-moto win. Ward held on for second, with Jeff Verseput putting a last-lap pass on Bauer for third.

YZ400 pilot Bauer won the drag race to the first turn in moto two but went down in the LACR sand and quickly found himself in last place. Michael Penta recorded a DNF in the first moto, but he made up for it by running away with the second-moto win after inheriting the lead from Bauer. Hernandez finished all by himself in second, with Ward holding off a hard-charging Bikowski on the final lap to go 2-3, which was good enough for the overall win. The second-place trophy went to Bikowski on a 1-4 score, followed by Hernandez (5-2) and Verseput (3-5).

Results

P/W YAM BEG: 1. A.J. Horton (Yam); 2. Louis Smith (Yam); 3. Tyler Odam (Yam); 4. Andrew Delgado (Yam).

P/W ADV: 1. Kyle Prince (Yam).

P/W BEG: 1. Matthew Popp (HM); 2. Zach Springer (HM); 3. Zachary Grandmaison (HM); 4. Colton Sanders (KTM); 5. Cary Stacy (KTM).

P/W 60: 1. Christian Harding (HM); 2. Chandler Quimette (KTM).

S/P/W (4-6): 1. Keith Robinson (Cob); 2. Chris Plouffe (KTM); 3. Chandler Quimette (KTM).

S/P/W (7-9): 1. Armando Aguilar (KTM); 2. Michael Truglia (KTM); 3. Sean Springer (Cob).

60 BEG: 1. Dylan Pemberton (Kaw); 2. Grant Phillips (Kaw); 3. J.B. Peek (Kaw); 4. Dustin Pulliam (Kaw).

60 (4-6): 1. Shawn Butler (Kaw).

60 (9-11): 1. Drew Gosselaar (Kaw).

80 BEG: 1. Greg Owen (Yam); 2. Tanner Langham (Kaw); 3. Tiffany Smith (Yam); 4. Zach Beckinger (Hon); 5. Travis Foos (Kaw).

80 (7-11): 1. Tye Hanes (Kaw); 2. Timothy McDaniel (Yam); 3. Kyle Jenkins (Kaw); 4. Nick Sanchez (Suz).

80 (12-13): 1. Anthony Barbacovi (Yam); 2. Cory Redenius (Kaw); 3. David Norris (Hon).

80 (14-16): 1. Michael Brewer (Hon); 2. Ryan Salinas (Hon); 3. Jimmy Patrick (Yam).

S/MINI: 1. Anthony Barbacovi (Yam); 2. Cory Redenius (Kaw); 3. Josh Hess (Kaw); 4. Mitchell Alsobrook (Hon); 5. Michael Brewer (Hon).

125 BEG: 1. Matt Mooney (Suz); 2. Jonathan Gilliam (Yam); 3. Darin Chisholm (Hon); 4. Ryan Thurlow (Kaw); 5. Cody Spaulding (Kaw).

125 NOV: 1. Caleb Gosselaar (Hon); 2. Josh Bagge (Hon); 3. Cliff Jennings (Yam); 4. Shaun Trabert (Kaw); 5. T.J. Dee (Hon).

125 INT: 1. Scott Howe (Yam); 2. Donnie Durrer (Suz); 3. Johner Faulkner (Yam).

250 BEG: 1. Bryan Ward (Yam); 2. Jason Bikowski (Kaw); 3. Eugene Hernandez (Kaw); 4. Jeff Verseput (Yam); 5. Dean Bauer (Yam).

250 NOV: 1. Josh Bagge (Hon); 2. Neil Chisholm (Hon).

250 INT: 1. Nick Mairose (Suz); 2. Josh Mason (Yam); 3. Chris Reed (Kaw); 4. Danny Pacheco (RM).

VET BEG: 1. Vinny Lowry (Yam); 2. Kenard Lipscomb (Yam); 3. Greg Stacy (Yam); 4. Mark Pacheco (Suz); 5. Chris Lane (Hus).

VET NOV: 1. Greg Martinez (Hon); 2. Ray Ritzler (Kaw).

VET INT: 1. Leo Saul (Yam).

VET EX-PRO: 1. Jon Zahrt (Suz); 2. Troy Welty (Suz).

JR VET INT: 1. Chris Reed (Kaw).

SR NOV: 1. Kenny Kopecky (Kaw); 2. Mike Anderson (Hon).

SR INT: 1. Greg Martinez (Hon); 2. Randal Tittlemier (Hon); 3. Bob Dunham (Yam); 4. Larry Williams (Yam).

O/T NOV: 1. Art Jung (Kaw); 2. Bruce Hoover (Kaw); 3. John Soule (Suz); 4. Hal Grady (Kaw); 5. Richard Stuelke (Suz).

O/T AM: 1. Brian Farner (Kaw); 2. Charles Howell (Yam); 3. Bob Breach (Yam); 4. Jeff Hawthorne (Suz); 5. Steve Jennings (Yam).

O/T EX: 1. Larry Williams (Yam); 2. Mike Chesbro (Yam); 3. Bob Dunham (Yam); 4. Kirk Freeman (Yam); 5. Herbert Allen (Kaw).

O/T MSTR B: 1. W.G. Wilson (Suz).

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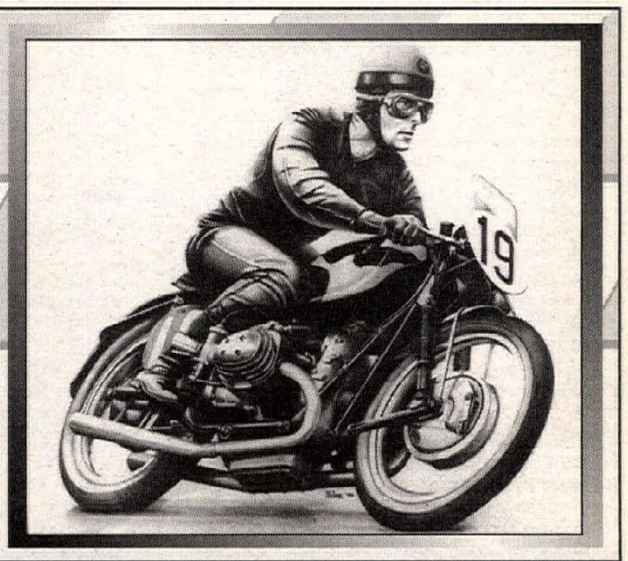

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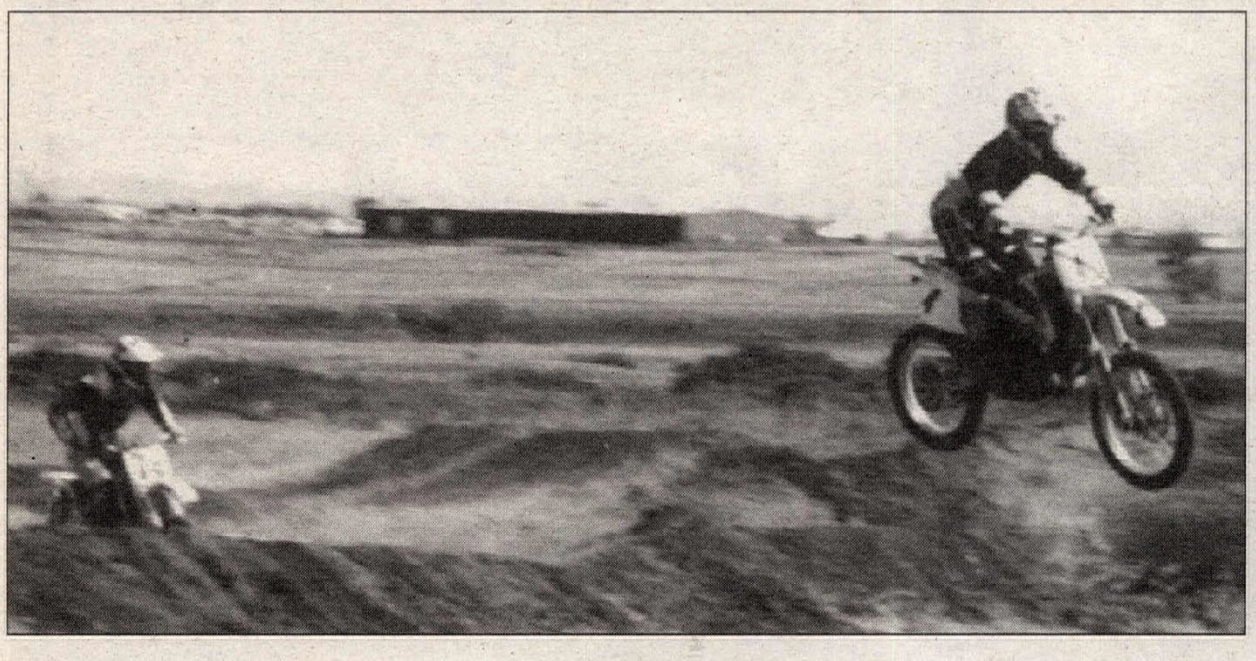

Erik Janssen (78) pursues David Pingree over a triple at the start of the second 250cc moto at the James Bond Jr. Memorial Supercross at the Rainbow Motorsports Complex in Great Falls, Montana.

As the checkers wave for the end of the second Over The Hill Gang Novice moto, Philip Kuhn (204) pushes past Robert Renken (447) in a photo finish, and that's how the overall results went in the books at the Hungry Valley MX track in Gorman, California.

Pingree, Janssen jam at James Bond Jr. Supercross

By Jesi Jones

GREAT FALLS, MT, AUG. 7

David Pingree's Primal Impulse Suzuki and Erik Janssen's F&S Suzuki combined to take three of the top four Pro spots in the James Bond Jr. Memorial Supercross held at the Rainbow Motorsports Complex in Great Falls. The annual event, which provides a large purse, brought in riders from Montana and the Rocky Mountain area. The promoters drew excellent support from local and national sponsors, as well as local TV and press coverage. Spectators saw plenty of action in many classes on the fast outdoor track, which featured several long double and triple jumps and timing sections. Mother Nature provided more than adequate moisture for the well-prepped track. After an excellent introduction, a moment of silence was observed in honor of fallen riders from the Great Falls area.

While Pingree dominated the race from the drop of the checkered flag, he experienced challenges from three riders.

In the first 250cc moto, Honda rider Rick Bunch pulled the holeshot, followed closely by Janssen, on a F&S/Factory Connection/GSMXS Suzuki; Corey Erhardt, on a Kawasaki; and Pingree, on the Primal Impulse/Bill's Pipes/Bell Suzuki. While the fight for second and third place was taking place in front of Pingree, Bunch was able to pull a lead. After Pingree made his way through traffic, he passed Bunch, who was also quickly passed by Janssen, Erhardt and Honda-mounted Jon Dullum. Erhardt then caught Janssen when he mistimed a jump, going on to pull a lead for a comfortable second. Janssen and Dullum exchanged passes several times, with Janssen finally making a good block-pass and taking third on lap seven.

Pingree pulled the holeshot in the second 250cc moto, with Janssen in close pursuit and Bunch a few lengths behind. Pingree pulled a quick lead and both Pingree and Janssen comfortably held their positions for the rest of the race. Erhardt passed Bunch in the timing section and took third.

Results

50 P/W JR: 1. Tyler Bergren (KTM); 2. Brad Burns (KTM); 3. Coe Golden (KTM).

50 P/W: 1. Kelsey Petrini (Yam); 2. Chase Rasmussen (Yam); 3. Derek Alm (Yam); 4. Damon Alm (Yam); 5. Joe Nommensen (Suz).

60: 1. Jeff Hoyt (KTM); 2. Nick Mora (Yam).

80 AM: 1. Jerrod Gondeiro (Kaw); 2. Asher Davidson (Hon); 3. Andy McCaughin (Kaw); 4. Brannigan Brownell (Yam); 5. Andrew Patterson (Suz).

80 EX: 1. David Loessberg (Yam); 2. Ryan Jaycock (Kaw); 3. T.J. Durden.

125 AM: 1. Ryan Jaycock (Kaw); 2. Cole Davidson (Hon).

125 PRO: 1. David Pingree (Suz); 2. Jason Mora (Yam); 3. Erik Janssen (Suz); 4. Corey Erhardt (Kaw); 5. Shaun Hudson (Yam).

250 AM: 1. Chad Hudson (Yam); 2. Jim Grimsley (Suz); 3. Jesse Leland (Suz); 4. Matt Leland (Yam).

250 PRO: 1. David Pingree (Suz); 2. Erik Janssen (Suz); 3. Corey Erhardt (Kaw); 4. Jon Dullum (Hon); 5. Rick Bunch (Hon).

Carroll, Senn smooth at West Florida Motocross

By Neal P. Thomas

MILTON, FL, JULY 31

Brent Carroll and Chad Senn rode in different classes but with similar styles and identical results at the West Florida MX. Carroll led a talented squad of riders across the line in the 125cc B class, while Senn did the same in the Vet C contest.

In the 125cc B main event, Carroll nailed a hard-fought holeshot on the National-length start straight, ahead of Adam Hancock, Marcus Bailey, and Clay Downing. The first four riders in swept through the first turn as if in formation. They were so tightly bunched that Bailey was able to blitz from fourth to first in one quick move by cranking a tight inside line in the turn after the whoops while everyone else railed from the middle to the long outside line. However, Carroll made a very intense move on Bailey a few turns later to regain the point. From there, Carroll's strategy appeared to be to stay in front by putting "the smooth" all over the competition while the riders behind clanked bars and slammed doors on each other in every corner. The top four circulated the track like a school of sharks in a feeding frenzy. Hancock appeared to be the hungriest, and he came back through the pack after losing a few positions to steal second by a bike length. Downing rode his way to third, and Bailey took a very close fourth.

Chad Senn started off the Vet C main with a holeshot and a race strategy that mirrored Carroll's, calmly sailing clear of the frenzied crowd behind him. Senn led the first five riders around the first lap so tightly packed that you could have thrown a net over all five at once. With an impressive burst of speed, Anthony Wood ripped by Senn in the whoops, but Senn retook the lead a few turns later and he simply rode his own race from there.

Back in the pack, Wood lost a few places but found his rhythm and rebounded back to second after passing Jason Gentry, who had worked up to second from a fifth-place start. Gentry ended up third, and the finish order was then set, with Bryan Gerstenburg fourth and Mike Tedschi fifth.

Results

OPEN P/W: 1. Bill Brandow; 2. Kerey Ladd; 3. Dyllon Beasley; 4. Brian DeVillo.

P/W B: 1. Brian DeVillo.

P/W C: 1. Kerey Ladd; 2. Christian Tramell; 3. Bill Brandow; 4. Hunter Walters.

P/W D: 1. Kyle Bareto; 2. Dyllon Beasley; 3. Nick Brandow; 4. John Loyd.

P/W LTD: 1. Kyle Moon; 2. Adam Morgan.

JR MINI D: 1. Ryan Cook; 2. Faith Denton; 3. Codi Moon; 4. Ryan Smith; 5. Justin Gibson.

80 C: 1. Blake Barr; 2. Tyler Hancock.

80 D: 1. Tyler Stackpole; 2. Ross DiGiorgio.

125 MNY: 1. Randy Jernigan; 2. Ronnie Ramiscal; 3. Stenning Murphy; 4. Adam Hancock; 5. Derek Fore.

125 B: 1. Brent Carroll, 2. Adam Hancock; 3. Clay Downing; 4. Marcus Bailey.

125 C: 1. Darrell Nichols; 2. Devin Danner; 3. Doug Harrington; 4. Jim McArthur; 5. Brad Stromburg.

125 D: 1. Donald Lemke; 2. Al McHinnon; 3. Kenny Simmons; 4. Jeff DiGiorgio; 5. Keith Ward.

12-15 YTH: 1. Jim McArthur.

16-29: 1. Marcus Bailey; 2. Clay Downing; 3. Dour Harrington; 4. Blake Barr.

250 MNY: 1. Ronnie Ramiscal; 2. Ed Kiley; 3. Jeremy Noah; 4. Lee Johnson.

250 B: 1. Shane Richardson; 2. Donald Davis; 3. Troy Grow.

250 C: 1. Chad Senn; 2. Mike Dorsy; 3. Joey Nielson; 4. David Moon; 5. Billy Long.

250 D: 1 Bill DiGiorgio; 2. John Denton; 3. Dustin Messer; 4. Robert Blackman; 5. Tony Croy.

VET B: 1. John Hanford; 2. Donald Davis; 3. David Redmond.

VET C: 1. Chad Senn; 2. Anthony Wood; 3. Jason Gentry; 4. Bryan Gerstenburg; 5. Mike Tedschi.

40+: 1. Dana Barbari; 2. Ernie Thomas.

HBBY: 1. Thomas Wickham; 2. Sam Boyer; 3. Andy Wickham.

Kuhn racks one up at Hungry Valley

By Chris Sanchirico

GORMAN, CA, JULY 25

On a hot summer day, 175 Vet riders decided to have some fun in the sun and dirt at the Hungry Valley MX track, and Philip Kuhn put in two strong motos to top 14 hungry riders in the Over The Hill Gang Novice class. The day was filled with some very tight racing, as moto two ended in a photo finish. Kuhn, Mike Schulhof, Richard Renken and Spike Racing's Robert Bynon mixed it up in both motos.

In moto one, RM-mounted newcomer Nick Dally grabbed the holeshot, but his lead was short-lived, as Schulhof and Kuhn pounced into first and second. Dally would eventually finish 10th. In the lead, Schulhof was being pressured by Kuhn. Tim Farley was slicing through the pack after a poor start. Bob Morales worked his YZ into third and waged a heated battle with Bynon to secure the position, and then Farley entered the fray. Meanwhile, up front, Kuhn's relentless pressure paid off as he dived inside Schulhof to take the lead. The running order was now Kuhn, Schulhof and Farley, who had picked off both Morales and Bynon. Morales threw a chain while running in fourth and walked his bike to the finish line to avoid a DNF. On the last lap, the battle for the lead intensified, as Schulhof desperately sought a way around Kuhn, who denied all attempts and took the checkers. Schulhof locked down second, and Farley was third.

At the drop of the gate in moto two, KX-mounted Kuhn took the lead. Kuhn did his best to distance himself from the field. Again, there was a dogfight for second, between Renken, Eric Gunther, Bynon and Schulhof. Bynon made a move on Gunther through the whoops to claim third. Kuhn was proceeding to check out, with Renken in second and Bynon in third. The man on the move was YZ125-mounted Schulhof, who got caught napping on the gate. Renken began to reel in the distant Kuhn, chopping away at his large lead. On the last lap, Renken moved up to Kuhn's rear wheel. As the duo fought for the win, they encountered lapped traffic. Renken not only showed Kuhn a wheel in every turn, he stuck a handlebar in there as well. The two screamed down the front straightaway to the checkered flag, and Renken took the win by half a knobby. Kuhn's 1-2 gave him the overall, Renken's 6-1 was good enough for second, and Bynon's 4-3 secured the last of the plastic.

Results

BEG: 1. Mike Ward; 2. Jason Dodd; 3. Jack Tanner; 4. Chris Ganz; 5. Danell Turner.

NOV: 1. Philip Kuhn; 2. Richard Renken; 3. Robert Bunyon; 4. Tim Farley; 5. Mike Schulhof.

INT: 1. Shawn Pelham; 2. Kip Contreras; 3. Nick Katsandris; 4. Kenard Lipscomb; 5. John Rizzo.

EX: 1. Darrin Stoffar; 2. Steve Piattoni; 3. Bruce Criswell; 4. Chris Sanchirico; 5. Tim McEntee.

PRO: 1. Craig Davis; 2. Willy Musgrave; 3. Rob Engle; 4. Jim Henn; 5. Bam Simons.

38+ BEG: 1. Mark Kreutzer; 2. Gregory Goerl; 3. Marie McMillan; 4. Bill Billings; 5. Dean Townsend.

38+ NOV: 1. Bill Kockman; 2. John Curran; 3. Chuck Elsea; 4. Pat Lavespere; 5. Reid Franke.

38+ INT: 1. Bob Gunn; 2. Rob Townley; 3. John Marshall; 4. Mark Jones; 5. Robert Von Schneidan.

38+ EX: 1. Rick Purcell; 2. Jeff Blix; 3. James Coppedge; 4. Dan Townsend; 5. Jeff Mason.

38+ PRO: 1. Alan Delarge; 2. Rod Robertson; 3. Rick Johnson; 4. David Fontes; 5. Keith Hensley.

SUP: 1. Tim Olson; 2. Steve Piattoni; 3. Dominic Gaytan; 4. Bruce Criswell; 5. Adrian Ciomo.

Lykke the toast of Toasted HS

By Tory Briggs

BELLINGHAM, WA, AUG. 1

Reversing his fortunes over the last three races, Lynnwood Yamaha's David Lykke pulled out a close win over KTM's Jason Dahners at the Toasted Hare Scrambles, hosted at Hannegan Speedway by the Mount Baker Motorcycle Club. Perhaps inspired by his imminent wedding, or maybe just tired of placing second behind Dahners, Lykke took over the point from early leader Jason Raines in the first hour.

The trio of Lykke, Dahners and Raines was quick to run away from the rest of the field, though the Kawasaki-backed Raines retired with carburetion problems shortly after getting passed by Lykke. However, Lykke couldn't shake Dahners, who patiently stalked the Yamaha pilot, staying within yards, only to fall during his attempt to pass as the race neared the finish.

Lynnwood's Ryan Van Dyken was caught by Skagit Powersport's Jake Hulse before the halfway point, and they also stayed close until Hulse dropped his KX just before the checkpoint and let Van Dyken slip away. Hulse did not fade, however, and Motorcycle Works of Renton's Joe Wade was unable to complete his late charge in the A Over class.

Aaron Wilson thumped his YZ400 to sixth overall, just edging Aurora Suzuki team captain Sean Wilson.

The familiar course used every inch of available trail on the Hannegan Speedway property, combining the twisties with as much of the motocross track sections and the banked oval as possible. Recent rains helped control the sometimes blinding dust on the trails, but parts of the track sections were pretty dry. In typical MBMC fashion, David Smith and Dana Johnson put on a well-organized and smooth-running event that pleased all, while Sarah Van Dyken did her usual swift and accurate job of scoring.

Undefeated Steve Cobb, Scott Weber and Brian Watson continued to dominate the Vet Amateur, Senior Expert and Sportsman classes, respectively. Jon Crist has only missed first once this year in the B Over division, returning to the post this race. Senior Amateur Robert McCollough finally went one better than his string of seconds, as the previously undefeated Tim Kidd suffered a DNF.

Results

O/A: 1. David Lykke (Yam); 2. Jason Dahners (KTM); 3. Ryan Van Dyken (Yam); 4. Jake Hulse (Kaw); 5. Joe Wade (Yam).

AA: 1. David Lykke (Yam); 2. Jason Dahners (KTM); 3. Ryan Van Dyken (Yam); 4. Aaron Wilson (Yam); 5. Sean Wilson (Suz).

A OPEN: 1. Jake Hulse (Kaw); 2. Joe Wade (Yam); 3. Phil Stevens (Yam); 4. Doug Young; 5. Kevin Bethards (Yam).

A UNDER: 1. Steve Parker (Suz); 2. Chad Hudson (Hus); 3. Blaine Ostafin (Yam); 4. Carol Williams (Yam); 5. Kelly Bethards (Kaw).

4-STRK EX: 1. Steve Svedarsky (BBR); 2. Trent Kleven (Hon); 3. Brian Dillon (Hon).

VET EX: 1. Robert McCollough (Yam); 2. Ted McDowall (Kaw); 3. Mike Ritzman (Yam); 4. Doug Micone (Kaw); 5. Terry Bainbridge (KTM).

SR EX: 1. Scott Weber (Yam); 2. Dana Johnson (Kaw); 3. Tom Jesmer (Yam); 4. Greg Lykke (Yam); 5. Scott O'Brien (Kaw).

B OVER: 1. Jon Crist (Suz); 2. Tom Sheard (Yam); 3. Dale Gates (Kaw); 4. Rob Russell (KTM); 5. David Vitt (KTM).

Fred Eldred put in a perfect ride at the PITS Rock Garden Trial, taking the Modern Classic Intermediate win in Cisco Grove, California.

B UNDER: 1. Chad Hensley (Suz); 2. Mike Unrein (Suz); 3. Jason Johnson (Suz); 4. Aaron Morgan (Yam); 5. Chuck Eaton (KTM).

C OVER: 1. Beau Seitz (KTM); 2. Jesse Barstow (Yam); 3. Beau Swet (Yam); 4. Levi Swet (Suz); 5. Darren Peterson (Suz).

C UNDER: 1. Tim Corp (Suz); 2. Eric Forsberg (Yam); 3. Wendell (Yam); 4. Rory Callahan (Hon); 5. Chris Whyte (KTM).

SPTSMN: 1. Brian Watson (Hon).

4-STRK AM: 1. Ward Rogers (Yam); 2. Frank Meaden (Yam); 3. Rick Thompson (Kaw); 4. Sutton Brown (Yam); 5. Kevin Bridges (Yam).

VET AM: 1. Steve Cobb (Kaw); 2. Fred Dietrich (Hon); 3. Lyle Duronso (Suz); 4. Andrew Christiansen (KTM); 5. Sean Callahan (KTM).

SR AM: 1. Todd Wolfe (Hon); 2. Bob Lawson (Kaw); 3. Gary Turner (Yam); 4. Robert Niblock (Kaw); 5. Jack Davies (Kaw).

S/SR: 1. Ted Micone (KTM).

LDS: 1. Laurie Jackson (Yam); 2. DeeAnn Svedarsky (BBR); 3. Maria Forsberg (Kaw); 4. Sandi Caldwell (Kaw).

Eldred zeroes in on Rock Garden Trial win

By Darlene Williams

CISCO GROVE, CA, JULY 24

In the High Sierra, it was a proud day for the Spanish manufacturers, as Bultaco-mounted Fred Eldred won the Modern Classic Intermediate division and Montesa riders Dan Atherton and Jerry Erikson shared the podium at the Rock Garden Trial, which was round six of the PITS 1999 Vintage & Beginner Championship Series. Eldred had a perfect "zero" total score on the three line during the event, which was held on the PITS club's property.

Organizers Don Malsbary and Jeff Naff used what has become the standard Vintage-Beginner loop trail and revisited many of the areas that have yielded fun and challenging sections. While the upper-level riders faced the usual difficulties and obstacles on the Exhibition (zero), Master (one) and Advanced (two) lines, the Intermediate (three) and Novice (four) classes found their lines on the mellow side and very "vintage-friendly." Many riders recorded their lowest scores of the 1999 season.

Eldred scored clean after clean as he motored his way toward a perfect score of zero after the first loop. Atherton had a six-point lap, while his friend Erikson had some carburetion problems (due to the 6000-foot elevation) that contributed to his dropping 11 points on the first go-around. In fourth place with 21 points was former PITS regular Mary Rock, who was sorting things out on her TL125 Honda after an extended absence from the trials scene. Rock tallied a 21-point effort on the first lap of her return to competition.

As the trial progressed, Eldred breezed through the sections to conclude the second lap error-free and stay firmly in the lead. Erikson turned in a six for a good second loop, closing the gap on Atherton, who had a few difficulties on the second lap when he broke a clutch cable. This contributed to his seven-point lap, resulting in a close battle for second place going into the final loop. Meanwhile, Rock improved from her first loop with an 18-point lap.

Eldred finished his last loop with another clean lap, ensuring him of the win. Atherton used some ingenuity to repair his clutch cable and subsequently took only two dabs in his last time around, securing second place with 15 points total. Erikson had his best go-around of

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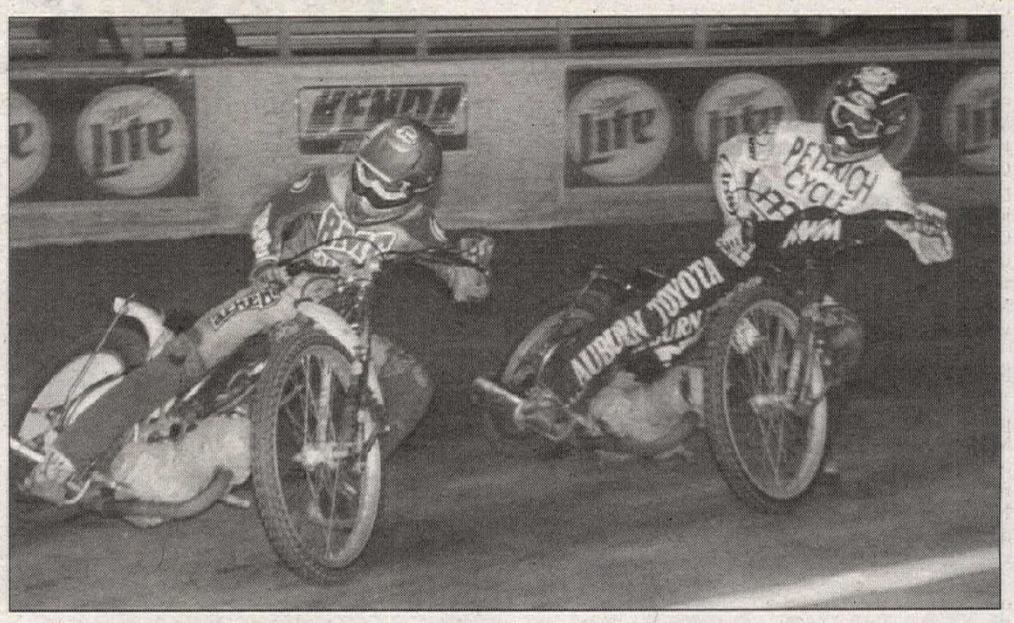
(Left) At Costa Mesa Speedway, "Rad" Brad Oxley became only the third rider this season to pull off a double win when he took both the Scratch and Handicap main-event victories. (Right) Ryan Fisher leads Bart Bast in the Scratch main event at Sideways Saturdays at Cal-Expo Speedway in Sacramento, California. Fisher took the win; Bast placed second.



the event as he cleaned the first seven sections; he finally took a single dab in the final section for an 18-point total and third place.

In the Modern Bike Intermediate class, Toni "Gas Gas" VanGaasbeek took the win with nine points in a great ride that included a clean second loop. Yamaha-mounted Dan McManus and Gas Gas rider Larry Meheauer battled all day and finished the trial tied at 15 points each. McManus was awarded second by virtue of his 20 section cleans (including a clean final loop), vs. 15 cleans for third-placed Meheauer. Joann Galbreath was fourth with 33 points on her Montesa.

Other great rides on the three line were posted, including a low 10-point ride by Premier Lightweight Intermediate winner Bruce Stevens, who cleaned every section aboard his Greeves in his final loop. In the Junior Intermediate class, Travis Crawford had only an 11-point total for his three loops on a Gas Gas.

Results

PREM L/W INT: 1. Bruce Stevens (Gre).

MDRN CLSC MSTR: 1. Rick Wofff (Yam).

MDRN CLSC ADV: 1. Bill Laudner (Yam); 2. Glen Pettigrew (Hon).

MDRN CLSC INT: 1. Fred Eldred (Bul); 2. Don Atherton (Mon); 3. Jerry Erikson (Mon); 4. Mary Rock (Hon).

MDRN BK MSTR: 1. Mike McGregor (Mon); 2. Andy Lawrence (Fan); 3. Bob Williams Jr. (G-G); 4. Chris Napolitano (Mon); 5. Jan Winter (Hon).

MDRN BK ADV: 1. Ryan Musta (G-G).

MDRN BK INT: 1. Toni VanGaasbeek (G-G); 2. Dan McManus (Yam); 3. Larry Meheauer (G-G); 4. Joann Galbreath (Mon).

MDRN BK NOV: 1. Amber Jones (G-G); 2. Ladonna Willis (Bet).

JR INT: 1. Travis Crawford (G-G).

JR NOV: 1. Benji Heckman (Bet); 2. Harrison Oswald (Bet).

EXHIB: 1. Howard Galbreath (Bet); 2. Pam DeBruin (Mon).

"Rad" Brad pulls a "Mad" at Costa Mesa Speedway

By Elaine Jones
Photo by Mike Basso

COSTA MESA, CA, AUG. 7

"Rad" Brad Oxley took a page from Shawn "Mad Dog" McConnell's book and won both the Scratch and Handicap main events at Stanley Exhaust Tech Night at Orange County Fairgrounds. Oxley is the current points leader and only the third rider to pull off a double win this season. McConnell has done it twice, and Gary Hicks is the other double winner.

In the first semi heat, it only took one lap for Oxley, working the inside line, to move to second, and one lap later he put the move on Bobby Schwartz to take the lead and the win. Schwartz finished second and transferred to the main with Oxley.

Randy DiFranceso won the red-flag-shortened second semi, with Hicks also making the direct transfer to the main. Charlie Venegas and Dukie Ermolenko would move to the last-chance qualifier.

In the LCQ, Venegas exploded out of four and never looked back as he went wire to wire in the quick four-lapper. He would be the final rider in the Scratch main.

DiFrancesco drew the pole for the Scratch main. Next to him was Oxley. Hicks drew the three slot, with Schwartz in four. Venegas was on the outside. Schwartz anticipated the gate and the red flag flew. Try number two had both Schwartz and Venegas in the tapes, and the ref sent them to the 20-yard line. On try number three, three riders tried to go where only two would fit; hands, legs and handlebars got tangled up and Oxley and Hicks were down, with Hicks unable to make the restart due to a leg or knee injury. The fourth time worked, as DiFrancesco cut the best gate and took the lead for the first lap. On lap two, Oxley was on the inside and he got the drive out of four and took the lead. DiFrancesco lost concentration for a second, and that was all it took for Schwartz to get by and put the pressure on Oxley. With one lap to go, Venegas found an opening and moved to third. When the dust settled, it was Oxley, Schwartz, Venegas and DiFrancesco.

The lineup for the Handicap Main had Tim Tucker and Kit Nay on the 10. Robbie Sauer shared the 20 with Randy Skinner. Kon Baur was alone on the 30. The 60 was crowded with Oxley and Schwartz. Hicks was unable to make the call due to injury, so it would be a seven-man go. Tucker and Nay went out running one-two, but it would be short-lived as Oxley came storming through traffic, smelling a double win, and he took the lead on the fourth lap. Oxley just kept pulling away and Schwartz, caught up in traffic, needed two more laps to get around Tucker, Baur and Sauer. When the white flag came out, Schwartz was running second, but Oxley had put too much daylight between him and the rest of the field and he would have his double win. Schwartz was second, followed by Sauer, Baur, Skinner, Nay and Tucker.

Results

SCR: 1. Brad Oxley (Wes); 2. Bobby Schwartz (GM); 3. Charlie Venegas (Jaw); 4. Randy DiFrancesco (Jaw); 5. Gary Hicks (GM).

HDCP: 1. Brad Oxley (Wes); 2. Bobby Schwartz (GM); 3. Robbie Sauer (Jaw); 4. Kon Baur (Jaw), 5. Randy Skinner (Jaw).

SUP: 1. Bentley Barrett (Jaw); 2. Michael Mattocks (Jaw); 3. Frank Pecce (Jaw); 4. Brad Sauer (Jaw).

SDCR: 1. J. Matherson/J. Eiland (Yam), 2. A. Hall/J. Straw (Yam); 3. B. Matherson/D. Leeder (Yam); 4. S. Cole/M. Moreno (Yam).

SUP B: 1. Shawn Harmatiuk (Jaw); 2. Hector Quevedo (Jaw); 3. Brent Smith (Jaw); 4. Brad Rudy (Wes); 5. Scott Mersereau (Jaw).

Davis doubles at Prairie City Motocross

By John Silva

RANCHO CORDOVA, CA, AUG. 8

No-Toil-sponsored Scott Davis won both the 125cc and 250cc Pro classes at round three of the California Cross Summer Series at Prairie City State Vehicular Recreation Area. Davis topped the second motos handily but had to settle for second place in the first motos behind Chaparral/Mazda's Steve Lamson. Both of these National Championship series regulars expressed their appreciation to California Cross promoter Dave Matson for bringing regularly scheduled races and practice sessions back to the facility for the first time in years.

As for the track itself, Davis' views echoed those of many of the participants.

"It's a good layout," he said. "It's technical, and actually has more jumps than they had at the Hangtown National. They've disced it and widened the track where they could, so now there's a few sections with a lot more line choices. It's clean. It's got a good starting area; and the spectators can see everything. I think that's one of the best parts about the Prairie City track: The fans can see it all."

The 250cc Pro/Am was the first race of the day, and hometown hero Lamson, who grew up in nearby Pollock Pines, grabbed the holeshot ahead of Davis, Cliff Cook, Chris Vendley, Derek Currie and Matt Veerkamp. Davis did his best to keep the leader in sight but was no match for Lamson, who was (naturally) right at home on the hard-packed course and soon built a formidable lead. Vendley moved into third around midrace, and with that the leaderboard went unchanged for the remainder of the race. At the finish, it was Lamson first, followed by Davis, Vendley, Cook and Currie.

The second 250cc Pro moto got under way sans Lamson, with Davis leading the charge ahead of Cook, Vendley, Currie and Veerkamp. Davis was never headed for the duration of the moto. While racing in second, Cook fell and dropped to the back of the pack, retiring from the race shortly thereafter. Vendley inherited second and held it to the checkers, finishing ahead of third-placed Currie.

In the 125cc Pro/Am race, Lamson (racing just for practice) again took the holeshot and quickly ran away from the pack, no doubt aided by the fact he was riding his 250 - the only bike he brought - against the smaller machines. Calvin Andlovec led Davis for the first lap before Davis made a pass to move into second. From there, Davis tried to chase down Lamson, but Lamson went on to take another win, followed by Davis, Kenny Bell, Mike Anderson and Andlovec.

Lamson loaded up and departed after the first motos.

In the second 125cc moto, Davis was the dominant rider, although Cook gave him a battle for the lead for the first few laps before dropping back. Cook eventually called it a day at the halfway point. After that, Bell and Andlovec kept Davis honest as they battled for second, with Andlovec racing in second place when it counted most. In the final tally, the order read Davis, Andlovec, Bell, Anderson and Matt Barber.

Results

50 (4-6): 1. Jacob Thompson (KTM); 2. Joshua Ureco (Cob); 3. Calvin Lacurelle (Pol).

50 (7-9): 1. Jared Lang (Lem); 2. Chad Smith (Cob); 3. Jake Hamel (KTM); 4. Joshua McPherson (KTM).

60 BEG: 1. T.J. Lorenz (KTM); 2. Jayme Salo (Kaw); 3. Jeffrey B. Ross (Kaw); 4. Jaren Lang (Kaw); 5. Dylan Ney (Kaw).

60 NOV: 1. Kramer Pawson (Kaw); 2. Zac Fields (KTM); 3. Stenson Womack (Kaw).

60 INT: 1. Daniel Levy (Kaw).

80 BEG: 1. Griffin Perea (Yam); 2. Kevin Byfield (Kaw); 3. Chris Wackerly (Yam); 4. Chad Shimon (Hon); 5. J.D. Moore (Hon).

80 NOV: 1. Rory Radovich (Hon); 2. Jason Wackerly (Yam); 3. Nick Richardson (Kaw).

80 INT: 1. Jared Blevins (Hon).

SCHBY: 1. Greg Center (Yam); 2. Greg Molen (Suz); 3. Christopher Van Meter (Yam).

S/MINI: 1. Jarid Blevins (Hon); 2. James Sparhawk (Hon).

125 BEG: 1. Rick Parlett (Yam); 2. Jason Dodson; 3. Christopher Van Meter (Yam); 4. Jamey Dillie (Suz); 5. Ed Whitecotton (Suz).

125 NOV: 1. Jason Garcia (Suz); 2. Dallas Hinds (Suz); 3. Michael Carnes (Yam); 4. Kyle A. Marsalla (Yam); 5. George E. Stephenson III (Kaw).

125 INT: 1. Mark Verhougstrate (Suz).

125 PRO: 1. Scott Davis (Kaw); 2. Kenny Bell (Yam); 3. Calvin Andlovec (Suz); 4. Steve Lamson (Yam); 5. Mike Anderson (Yam).

250 BEG: 1. Gary Rose (Yam); 2. Zack Hurst (Hon); 3. Christian Dodge (Suz); 4. Troy Kaczmarczyk (Hon); 5. Mark Henry (Suz).

250 NOV: 1. Matt Veerkamp (Kaw); 2. Gary Forrest (Kaw); 3. Steve Snyder (Kaw); 4. Michael Carnes (Kaw); 5. Mark Bousquet (Kaw).

250 INT: 1. John Moore; 2. Derek Currie (Yam); 3. Steven Storee (Hon); 4. Tim Stowe (Yam).

250 PRO: 1. Scott Davis (Kaw); 2. Chris Vendley (Suz); 3. Derek Currie (Yam).

VET BEG: 1. Gary Rose (Yam); 2. David Adams (Yam); 3. Paul Midson (Hon).

VET NOV: 1. Pete Hamel (Hon); 2. John Keller (Yam); 3. Pat McFadden (KTM); 4. Joshua MacKenroth (Kaw).

VET INT: 1. Tony McGrate (Yam); 2. John Moore (Hon); 3. Jimmy Robertson (Suz); 4. Steven Storie (Hon).

UTH 25+ BEG. 1. Eric Natenstedt (Hon); 2. David Cook; 3. Paul McGourty (Yam); 4. Ryan Hessong; 5. Mike Chaney (Suz).

35+ NOV: 1. Steve Synder (Kaw); 2. Pete Hamel (Hon); 3. David Brillant (Yam).

35+ INT: 1. John Moore.

O/T (40-49) BEG: 1. Billy Budd (Yam); 2. Paul McGourty (Yam); 3. Terry Tucker (Yam); 4. Greg Young (Yam); 5. Wilber Marshall (Hon).

O/T (40-49) NOV: 1. Pat Saugar (Yam); 2. Brett Eckert (Suz); 3. Bobby Lynch (Yam); 4. George Stephenson II (Kaw).

O/T (40-49) INT: 1. David Brillant (Yam).

Fisher, Ferris finish first at Cal-Expo Speedway

By M. Sober
Photo by Gen Moore

SACRAMENTO, CA, JULY 31

In what might be a low mark for the combined ages of speedway main-event winners, Ryan Fisher, 15, and Ian Ferris, 20, combined to take the victories in Sideways Saturday's Cal-Expo Scratch and Handicap main events.

Fisher masterfully withstood the charge of Northern California points leader Bart Bast to take the first Division One Scratch main win of his young career. Jimmy "The Jammer" Sisemore was the initial Scratch Main leader, his rocket start from gate four taking him straight into the turn-two outback.

As Sisemore angled wide, Fisher, who was the second rider off the line from the pole, drove hard and fast on the tight inside tarmac. From gate two, Bast was directly in Fisher's shadow, dogging the former Junior Champion right from the start. Gate three was occupied by Bob Hicks, who started poorly and followed the action from fourth. At the four-lapper's midpoint, Fisher bobbled and parked slightly, allowing the tenacious Bast to pull up almost even as they negotiated the front straight. But Fisher made no further mistakes, despite Bast's relentless pressure. Sisemore followed close behind Bast but couldn't move up on the leaders and settled for third. Fisher maintained his scant lead and won his first Scratch main aboard his RMC/Thompson/Auburn Outdoor Sport/Cody/NJK Jawa.

Ian Ferris had an easier time of it in the Handicap main, leading the race from his (surprisingly ignored) rolling start to the checkered flag. Ferris started on the 20-yard line, alongside Sammy Bast. On the 30 were Fisher and Tommy Hedden. Chad Felicio occupied the 40-yard line, and Sisemore entertained the 50-yard marker. Once Ferris had snagged the lead with his "weaselishly" clever little roller, Sammy Bast assumed the role of second-place blocker, and Ferris was free to run his own race - which is exactly what he did, sailing clear and unfettered to the checkers aboard his Peterich Cycle/Off Beat Production Jawa. Bast stubbornly held on to second, Tommy Hedden was a close third, and Sisemore was the only rider to make a positive forward move when he finished in fourth. Fisher was fifth and Chad Felicio folded up the chairs.

Results

SCR: 1. Ryan Fisher (Jaw); 2. Bart Bast (Jaw); 3. Jimmy Sisemore (GM); 4. Bob Hicks (Jaw).

HDCP: 1. Ian Ferris (Jaw); 2. Sammy Bast (Gdn); 3. Tommy Hedden (Jaw); 4. Jimmy Sisemore; 5. Ryan Fisher.

D-2: 1. Terry McCurdy (Jaw); 2. John O'Connell (Wes); 3. Harlan Bast (Wes).

D-3: 1. Harry Bradwell (Jaw); 2. Greg Hooton (Jaw); 3. Ron Woodsford (Wes).

D-1 JR: 1. Bryan Yarrow (Jaw); 2. Chris Kerr (Wes); 3. Jon Curty (Jaw).

D-2 JR: 1. Greg Hooten Jr. (Wes); 2. J.T. Mabry (Jaw); 3. Brenton Bast (BSA).

D-3 JR: 1. Mark Carrillo (Wes); 2. Danny Easley (Wes); 3. Jeff Butler (Wes).

Hartshorn spikes Honda Hills Motocross

By Mark Bliss

LINNVILLE, OH, AUG. 6

Yamaha YZ pilot Travis Hartshorn simply dominated the 125cc B and 16-24 classes during round eight of the popular Friday Night Series at Honda Hills MX. The young speedster put together awesome starts and mistake-free rides

on his way to the wins on a perfect night for motocross.

In the 125cc B class, which was run with the 125cc A class, Hartshorn took the holeshot and never looked back. Series points leader Tom Moore got caught in a battle between A rider Jim Chapman and B riders Derek Sturgell and Chris Leadbeater. YZ-mounted Moore passed the Suzuki-mounted Leadbeater and Kawasaki jockey Sturgell. Moore then went to work on Chapman and his CR125. These two circled the track together for a couple of laps before Moore was finally able to make his move. By the time Moore made it into second, though, Hartshorn was gone.

Hartshorn's victory was made more sweet by the fact that he has had his difficulties in the 125cc B class during this series. For the last couple of rounds, Hartshorn has had to chase down Moore and then, once in the lead, he has gone down and handed it back to Moore. Tonight, though, there would be no such occurrence, as Hartshorn rode perfectly. Following Hartshorn and Moore across the finish were Sturgell, KX rider Jason Branson and Leadbeater.

In the 16-24 class, Hartshorn put his YZ400 out front and, again, just dominated the competition. By the end of the first lap, Hartshorn had already built a huge lead, and he added to it lap after lap. Behind Hartshorn, YZ250 rider Travis Ruckman was putting together a solid ride in second place. Ruckman was able to also break away from the rest of the pack and finish a somewhat lonely second. CR125 rider Brian Biddle and YZ125-mounted Jacob Morningstar had a motolong battle for third, with Biddle getting the nod by a slim margin. Following Morningstar across the line were a pair of Honda 125s piloted by Nathan Buskirk and Eric Biddle.

Results

P/W 50: 1. D'Landrius Krouskoupf (Yam); 2. Dakota Jones (Yam); 3. Kyle Cottrell (Yam); 4. Alex Ratai (Yam); 5. Dylan Walker (Yam).

50 (4-6): 1. D'Landrius Krouskoupf (KTM); 2. Anthony Corrado (Pol); 3. Shawn Rife (Cob); 4. Kyle Cottrill (KTM); 5. Brandon Wheeland (KTM).

50 (7-8): 1. Kristopher Nelson (Cob); 2. Zack Wheeland (Cob); 3. Addison Stalling (Cob); 4. Austin Daugherty (Cob); 5. Alex Ratai (Cob).

65: 1. Robert White (Kaw); 2. Ryan Allbaugh (Kaw); 3. Joey Leadbeater (Kaw); 4. Kristopher Nelson (Kaw); 5. Haven Holdcroft (Kaw).

MINI JR: 1. Robert White (Kaw); 2. Brandon Borgen (Kaw); 3. Joey Leadbeater (Kaw); 4. Ryan Allbaugh (Kaw); 5. Haven Holdcroft (Kaw).

MINI SR: 1. Nick Carroll (Kaw); 2. Kyle Chaney (Yam); 3. Shane Fluharty (Hon); 4. Craig Garrett (Hon); 5. Tyler Shoe (Kaw).

SCHBY: 1. Derrick Sturgell (Kaw); 2. Derrick Dunaway (Hon); 3. Chris Leadbeater (Suz); 4. A.J. Meade (Suz); 5. Joseph Lange (Yam).

16-24: 1. Travis Hartshorn (Yam); 2. Travis Ruckman (Yam); 3. Brian Biddle (Hon); 4. Jacob Morningstar (Hon); 5. Nathan Buskirk (Hon).

25+: 1. Tom Moore (Yam); 2. Bryant Torres (Kaw); 3. Rob Miracle (Yam); 4. Jason Brailson (Kaw); 5. Roland Lohr (Hon).

30+: 1. Kevin Hildebrand (Suz); 2. Rodney Hook (Hon); 3. Joe Collins (KTM); 4. Mark Matheis (Yam); 5. Mark Bliss (Kaw).

40+: 1. Bill Leake (Yam); 2. Mark Matheis (Yam); 3. Joe Collins (KTM); 4. Steve Wollam (Hon); 5. Daniel Wolfe (Kaw).

50+: 1. Gerhard Lier (Kaw); 2. Gary Morris (Kaw).

125 A: 1. James Chapman (Hon); 2. Matt Robinson (Hon).

125 B: 1. Travis Hartshorn (Yam); 2. Tom Moore (Yam); 3. Derrick Sturgell (Kaw); 4. Jason Branson (Kaw); 5. Chris Leadbeater (Suz).

125 C/D-1: 1. Tim Kelly (Hon); 2. Thomas Englehart (Hon); 3. John Wisenbarger (Yam); 4. Chris Couch (Yam); 5. Eric Biddle (Hon).

125 C/D-2: 1. Brian Green (Suz); 2. Brad Ward (Suz); 3. David Horlacher (Yam); 4. Josh Iles (Sin); 5. Josh Smiley (Yam).

250 B: 1. Tom Moore (Yam); 2. Rob Miracle (Yam); 3. Bryant Torres (Kaw); 4. Kevin Hildebrand (Suz); 5. Nathan Wills (Suz).

250 C: 1. Timothy Soar (Kaw); 2. Jamie Triplett (Hon); 3. Bryan Wolford (Kaw); 4. Thomas Englehart (Hon); 5. Craig Ratai (Yam).

OPEN: 1. Dave Stoneburner (Yam); 2. Bart Barok (Hon); 3. Scott Morrison (Yam); 4. Donald Parsavant (Kaw); 5. Brock Chandler (Kaw).

4-STRK: 1. Bill Leake (Yam); 2. Dave Stoneburner (Yam); 3. Scott Morrison (Yam); 4. Brian Danison (Hon).

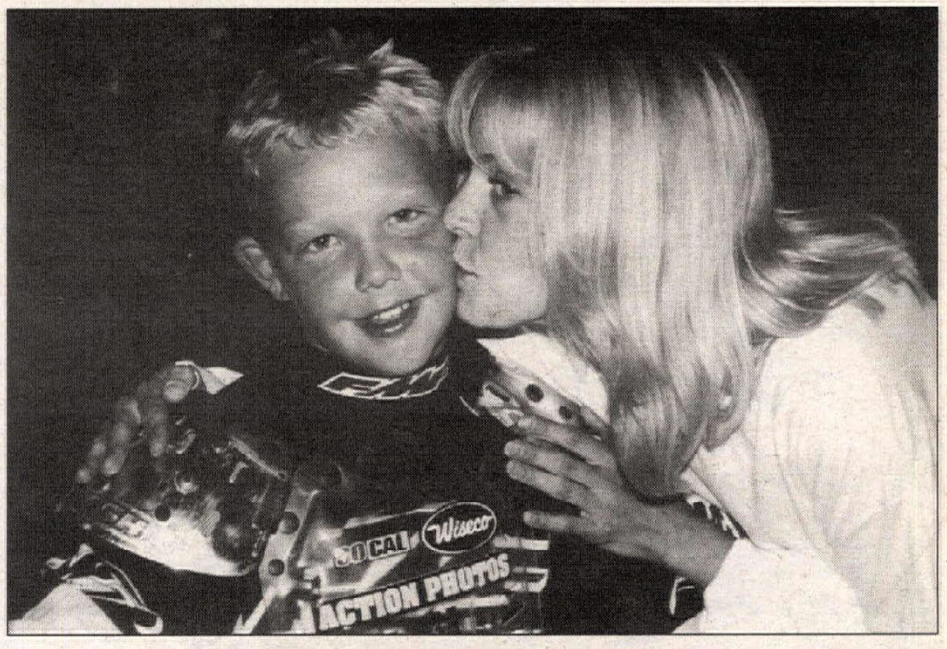
Blizzard - and friends - warm up Frozen Ocean

BY SUE DENMAN

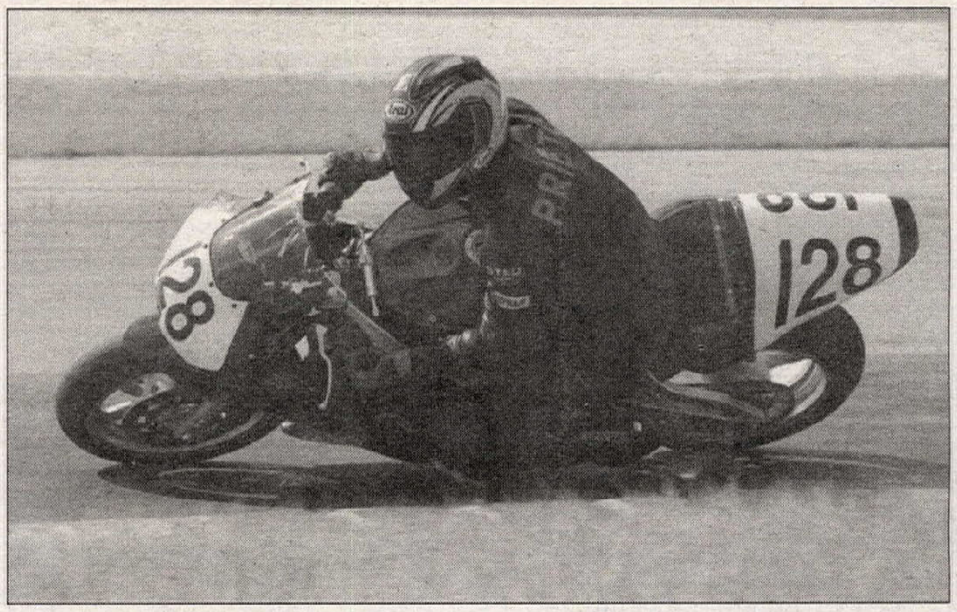
AUBURN, NY, JULY 24

Friends and family came to watch and race in the Jon Rightmire Memorial Race at Frozen Ocean Stadiumcross. Rightmire, 24, raced for 10 years and finished out front in the Expert classes at Frozen Ocean Stadiumcross races for more than four years, and he was in the points lead in July of 1998 when he died in a crash on a practice motocross track in Groton, New York. In Jon's memory, a special Buddy Race was conducted at the Memorial Race. Each team consisted of four riders, to symbolize the shared friendship that Rightmire enjoyed with his fellow riders. Riders were encouraged to join together in teams, to support each other the way Rightmire supported his friends. Riders were scored as a team, combining main-event finishes, with the lowest-scoring team the winners.

Fathers and sons, brothers and friends signed up for the event. At the end of the evening, when the results were in, the first-place team had three first-place winners and one third-place finisher, for a combined score of six. Members of the winning team included: Chad Dunning, with a first-place finish in the 60cc class; his brother Cody, with a first-place finish in the 80cc class; Casey Higgins, who won the 250cc Expert class; and Jason Doyle, who placed third in the 80cc class. In second place, with a combined score of nine, was the team of Bobby Butler, with a first-place finish in the 125cc Novice class; Ryan Blizzard, with a first-place finish in the 50cc class; John Harkness, with a third-place finish in the 250cc Amateur class; and T.J. Bell, with a fourth-place finish in the 125cc Novice class.



Ryan Blizzard easily won the 50cc race at the Jon Rightmire Memorial Race at Frozen Ocean Stadiumcross in Auburn, New York. He received a trophy and a kiss from Jon's sister Angela after taking the checkered flag.



(Left) Tim Holm motors around traffic on the outside en route to the overall victory in the Over 40 Amateur event at the SRA GP at Glen Helen Raceway Park in San Bernardino, California. (Right) Shane Prieto won his first-ever Shootout at the Homestead Motorsports Complex in Florida.

Plaques, T-shirts and a memorial trophy were presented to the winning team by Jon Rightmire's father, Gary Rightmire, at the end of the night. All proceeds were donated to the Jon Rightmire Continuing Education Fund.

Other awards were given away in recognition of Rightmire's riding number, 735, at the request of Gary Rightmire, who wanted the event to be a positive one in his son's memory. In the seventh corner, riders who were third and fifth received special prizes. Family members and friends participated in handing out awards and scoring the special races.

Many people who were at the Memorial Race at Frozen Ocean remembered Jon and the great joy he received from racing. He knew how to find the joy in the ride - in his daily life and on the race track. He loved challenge, and his enthusiasm for living on the edge brought him and those around him excitement and exhilaration. He succeeded on the track and in life, and he will be missed and remembered.

Results

50: 1. Ryan Blizzard (Cob); 2. Colton Harrison (KTM); 3. Jake Beebe (Cob); 4. Zach Butler (Yam); 5. Cody Chaffee (KTM).

60: 1. Chad Dunning (Kaw); 2. Collin Carrman (Kaw); 3. Geoffrey Marwen (Kaw); 4. Ryan Blizzard (Kaw); 5. Cody Spann (Kaw).

80: 1. Cody Dunning (Kaw); 2. B.J. Smith (Cob); 3. Jason Doyle (Yam); 4. David Sears (Kaw); 5. Chris Lapointe (Suz).

125 BEG: 1. Justin Smith (Suz); 2. Wes Eldred (Kaw); 3. Kevin Jenks (Kaw); 4. Kelly Henry (Yam); 5. Rick Cox (Suz).

125 NOV: 1. Bobby Butler (Kaw); 2. Milton Duffy (Suz); 3. James Houston (Suz); 4. T.J. Bell (Kaw); 5. Trampas Henry (Yam).

125 AM: 1. Sonny Nighman (Kaw); 2. Mike Ayen (Suz); 3. Mat Allen (Suz); 4. Rich Yelle (Suz); 5. Fred Roy (Kaw).

125 EX: 1. David Burger (Yam); 2. Joe Hargett (Suz); 3. Casey Higgins (Yam); 4. Mike Zimmerman (Kaw); 5. C.W. Sirjane (Suz).

250 BEG: 1. Rodger White (Yam); 2. Jared Dudek (Hon); 3. Daniel Foody (Hon); 4. Joseph Aloi (Hon); 5. Wayne Weber (Yam).

250 NOV: 1. Mike Knapp (Kaw); 2. Raymond Narosky (Kaw); 3. Dennis Jacobs (Suz); 4. John DeBois (Yam); 5. Anthony LaPatra (Suz).

250 AM: 1. Rob McCarthy (Suz); 2. Martin Houston (Yam); 3. John Harkness (Kaw); 4. Mark Swart (Kaw); 5. Tracy Thompson.

250 EX: 1. Casey Higgins (Yam); 2. David Burger (Yam); 3. C.W. Sirjane (Suz); 4. Eric Case (Hon); 5. Geoff Ingersoll (Suz).

SR AM: 1. Brian Broadwell (Suz); 2. Roland Beck (Kaw); 3. Steve Haskell (Suz); 4. Dan Carman (Kaw); 5. Eblen Housinger (Hon).

Holm's elementary win at SRA Glen Helen GP

By Dave Dain

SAN BERNARDINO, CA, JULY 25

Tim Holm was in the right place at the right time to capture the win in the Over 40 Amateur division at the Southland Racing Association's monthly Gran Prix, held at Glen Helen raceway.

Yamaha-mounted Holm charged down the long start straight to secure the holeshot. Scott Wilson trailed in second, followed by Grant Moore, Clay Nettleton and Mike Bierman. The top five positions remained the same as Holm led the pack onto the former Vintage track. Nettleton powered his Honda from fourth to first before re-entering the National track. Wilson and Moore each moved up one position, dropping Holm to fourth, with Brad Anderson stalking him in fifth.

Nettleton continued to lead as he motored down the long straight in front of the tower. Wilson followed in second at a nine-second deficit. The battle for third through fifth raged between Moore, Anderson and Holm. Anderson held the throttle open longer and moved around Moore for third midway down the tower straight. Holm followed two seconds behind in fifth. The top five positions remained the same for several laps, with Nettleton holding his nine-second margin. The second through fifth spots were separated by five seconds.

At the midpoint, Nettleton was well on his way to victory. The battle for second through fifth raged on. Holm, eager to get back on the podium, displaced Moore in the infield for fourth, then moved by both Anderson and Wilson in the canyon for second. With Nettleton and Holm comfortably in first and second, the battle for third continued between Kawasaki jockeys Wilson and Anderson, with Moore five seconds behind them in fifth. Wilson finally succumbed to the racelong pressure of Anderson and Moore and dropped two positions to fifth, where he would finish.

Nettleton took the white flag with the nine-second margin that he had enjoyed for the majority of the race. Unfortunately, nine seconds was not enough. Nettleton crested the Sky jump with a flat rear tire, and Holm anxious to get by. Holm got around the ailing Nettleton in the infield. Nettleton was helpless as he watched Anderson go by for second and then Moore pass for third. Holm took the checkers, followed by Anderson and Moore. Nettleton finished a disappointing fourth, with Wilson rounding out the top five.

Results

P/W 1: 1. Carl Felten; 2. Kyle Vara; 3. Sean Renshaw; 4. Ronn Mittermeir; 5. Devon Ferguson.

KTM/LEM: 1. Frankie Aguire; 2. Dustin Gillis; 3. Nicolas Garrin; 4. Jake Mitchell.

60: 1 Brett Bauer; 2. Trevor Lopez; 3. Frank Aguire; 4. Dillon Pittser.

80 BEG: 1. Mitch Maxwell (Hon); 2. Jonathan Bruens (Yam); 3. Marcus Shaw (Kaw); 4. Nick Stretch (Hon); 5. Bryan Brimhall (Suz).

80 NOV: 1. Bryan Huth (Yam); 2. Randy Hill (Suz); 3. Mike Bickford (Hon); 4. Adam Benavides (Hon); 5. Ryan Hughes (Yam).

XR 100: 1. Randy Skinner; 2. David Bauer; 3. Mike Bierman; 4. Brian Pappalardo; 5. Jason Chism.

125 BEG: 1. Beau Bradbury (Yam); 2. Josh Stewart (Suz); 3. Brad Goolsby (Yam); 4. Sean Boulware (TM); 5. Kevin Menighan (Yam).

125 NOV: 1. Donnie Weber (Kaw); 2. Danny Giannini (Yam); 3. Luke Wilson (Yam); 4. Scott Davis (Hon); 5. David Sullins (Yam).

125 AM: 1. Kevin Jennings (Yam); 2. Justin Acker (Hon); 3. Cliff Jennings (Yam).

125 EX: 1. Jimmy Lewis (KTM); 2. Jason Jeffrey (Kaw).

250 BEG: 1. Ryan Evans (Hon); 2. Mark Beckwith (Suz); 3. Grant Lee Moore (Hon); 4. Jeff Jones (Yam); 5. Jared Ritchie (Hon).

250 NOV: 1. Brian Hafliger (Kaw); 2, Matt Hart (Kaw); 3. Travis Sidebottom (Kaw); 4. Mike Ptak (Kaw).

250 AM: 1. Dennis Ptak (Kaw); 2. Dave Brend (Yam); 3. Joaquin Candia (Kaw).

250 EX: 1. Chris Ladely (Yam).

WMN NOV: 1. Kelly Renshaw (Kaw).

WMN EX: 1. Heather McNabb (Hon).

OPEN BEG: 1. Tom Domoslai (Hus).

OPEN NOV: 1. Jason Orosco (Hon).

OPEN EX: 1. Dave Ondas (Kaw); 2. Jason Higgins (Kaw); 3. Ed Redman (Hon).

30+ BEG: 1. Tom Stemmen (Suz); 2. Glenn Ardunn (Yam); 3. Adam Newirth (Yam); 4. Matt Johnson (KTM); 5. Terry Gudz (Yam).

30+ NOV: 1. Mark Vanderdussen (Yam); 2. Andrew Gaiger (Kaw); 3. David Bauer (Yam); 4. Chuck Dempsey (Yam); 5. David Dubois (Hon).

30+ AM: 1. Jim Bierman (Yam); 2. Keith Loonsfoot (Yam); 3. Darrell Statham (Yam); 4. Mike Martin (Yam); 5. Matt Eahvton (Kaw).

30+ EX: 1. Jimmy Lewis (KTM); 2. Kevin Montgomery (Yam); 3. David Donatoni (Hon); 4. Craig McCall (Kaw); 5. Larry Johnson (Yam).

40+ BEG: 1. Don Huddleston (Yam); 2 Charlie O'Neil (Hon); 3. Greg Clanton (Yam); 4. Bart Brimhall (Hon); 5. Paul Crouch (Hon).

40+ NOV: 1. Kris Goolsby (Yam); 2. Robert Zingg (Kaw); 3. Sam Lupher (Suz); 4. Barry Brooks (Yam); 5. Jim Masters (Kaw).

40+ AM: 1. Tim Holm (Yam); 2. Brad Anderson (Kaw); 3. Grant Moore (Hon); 4. Clay Nettleton (Hon); 5. Scott Wilson (Kaw).

40+ EX: 1. Bobby Maxwell (Yam); 2. Gary Jones (Yam); 3. Ron Lawson (Suz); 4. Jim Hanson (Hon); 5. Mark Hall (Yam).

50+ NOV: 1. Steve Jennings (Yam).

50+ AM: 1. John Fuller (Yam).

50+ EX: 1. Dave Jacobus (Yam); 2. Steve Bussel (Hon); 3. Norm Gaiger (Kaw); 4. Larry Owens (Kaw); 5. Monte Lee (Yam).

4-STRK BEG: 1. Greg Gillen (Hon); 2. Richard Nelson (Kaw); 3. Joshua Johnson (Hon); 4. Dave Smith (Yam).

4-STRK NOV: 1. Broc Daugherty (Hon).

4-STRK EX: 1. Jamie Campbell (Hon).

TEAM RACE: 1. Jimmy Lewis/David Donatoni; 2. Gordon Ward/Kevin Montgomery; 3. Chad Blough/Bob Maxwell; 4. Dennis Gallagher/Dave Ondas; 5. Danny Giannini/Steve Rich.

Prieto claims his first Homestead

By Lisa Theobald

HOMESTEAD, FL, JULY 25

Shane Prieto claimed his first Shootout victory at Homestead Motorsports Complex. Last year, Prieto set a track record at Moroso with 12 consecutive Shootout victories, but until now, he had never won that race at Homestead. He also won the Heavyweight Super Sport and Middleweight Superbike races and placed second in Middleweight Supersport.

In the Shootout, Prieto rode one of only two Yamaha R6s entered, against a field comprised mostly of Suzuki GSX-R750s and a handful of 900 and 1000cc machines. Per Hogdahl took the holeshot on his GSX-R750, but Prieto was all over him. Manny Manusuthakis, on the only other Yamaha R6 in this race, was third. Prieto moved around Hogdahl in turn seven to take the lead on the outside and pulled away from the pack. Moments later, Manusuthakis also moved around Hogdahl and up to second. Rick Narup, on his 750cc Muzzy Raptor, was in the top five for the first lap, but he maneuvered his way into third two laps later. Mauro Cereda was close behind in fourth and just a few bike lengths ahead of David Roy. Out front, Prieto was pulling away.

By halfway, Prieto was running away with the race. Behind him, Narup had worked his way up to second, ahead of Manusuthakis and Hogdahl, and he started to close the gap between himself and Prieto. Meanwhile, Roy was moving closer to the front. He passed Cereda on the inside and set his sights on the top three. At the white-flag lap, he passed Manusuthakis to take third. Prieto was putting distance between himself and the rest of the pack, forcing them to work hard to catch up. At the checkered flag, Prieto finished strong in first place, Narup was second and Roy third.

Prieto also gained early leads in both the Heavyweight Supersport and Middleweight Superbike races. In the Middleweight Superbike event, he was out front all by himself by the fourth lap. Leo Venega was in second and Francois Barbe was close behind in third, followed by Bobby Ludlum and Marco Martinez. The big battle was for second, between Venega and Barbe. About halfway through the race, the position swapping started. Martinez was moving his way closer to the front. Barbe tried to pass Venega on the outside of turn three at every lap but couldn't pull it in as they headed toward the bowl. But when the checkered flag flew, both Barbe and Martinez had moved ahead to the top three, though not close enough to challenge the leader.

Results

EX GTO: 1. David Roy (Duc); 2. John-O Bowman (Suz); 3. Rick Narup (Kaw); 4. Joseph Fletcher (Suz); 5. Per Hogdahl (Suz).

AM GTO: 1. Edward Hosack (Kaw); 2. Raife Snover (Suz); 3. Page Gathings (Suz); 4. Damon Patton (Suz); 5. Sunil Sardarsingh (Suz).

EX GTU: 1. Emanuel Manusuthakis (Yam); 2. Leo Venega (Suz); 3. Mark Lawson (Yam); 4. Geoffrey Maloney (Hon); 5. Jack Gottlieb (Yam).

AM GTU: 1. Brian Saieva (Suz); 2. Richard Mihalek (Hon); 3. Ronny Camilo (Hon); 4. Deborah Venega (Suz); 5. Angel Perdomo (Kaw).

EX GT LIGHTS: 1. Dwight Lewis (Hon); 2. Justin Garvin (Suz); 3. Michael Morella (Hon); 4. David Voellinger (Hon); 5. Keith Galias (Suz).

AM GT LIGHTS: 1. Michael Hale (Duc); 2. Jonathan Vaillancourt (Hon); 3. Adrian Holmes (Apr); 4. Joseph Miles (Hon); 5. C.J. Czaia (Yam).

EX L/W SPTSMN: 1. Chuck Menotte (Yam); 2. Colin Newman (Kaw); 3. Arthur Radford (MZ); 4. George Garvin III (Kaw).

AM L/W SPTSMN: 1. Adrian Holmes (Apr); 2. Peter Golding Jr. (Kaw); 3. Joseph Bennardi (H-D); 4. Alan Dewey (Yam); 5. Jerome Welch (Kaw).

GP SGL: 1. Michael Morella (Hon); 2. Jonathan Vaillancourt (Hon); 3. Jorge Corbato (Yam); 4. Frank Hessmer (Yam); 5. Roberto Torres II (Hon).

L/W VINT: 1. Richard Herrington (Hon); 2. John Long (Duc); 3. David Bilodeau (Hon); 4. James Ford (Yam).

EX U/L S/SPT: 1. Mauro Cereda (Suz); 2. Chad Simons (Suz); 3. Eric Gray (Yam); 4. William Barbour (Suz); 5. Jimmy Shelton (Suz).

AM U/L S/SPT: 1. Damon Patton (Suz); 2. Sunil Sardarsingh (Suz); 3. Raife Snover (Suz); 4. Page Gathings (Suz); 5. Edward Hosack (Kaw).

EX M/W S/SPT: 1. Emanuel Manusuthakis (Yam); 2. Shane Prieto (Yam); 3. Michael Luke (Yam); 4. Francois Barbe (Yam); 5. Leo Venega (Suz).

AM M/W S/SPT: 1. Edward Hosack (Yam); 2. John Porlier (Hon); 3. Deborah Venega (Suz); 4. Bryce Lawmaster (Hon); 5. Christopher Cummings (Suz).

EX L/W GP: 1. Jack Gottlieb (Yam); 2. Adam Schmitt (Hon); 3. Chris Hamilton (Hon); 4. Roberto Torres II (Hon); 5. Tony Zash (Hon).

AM L/W GP: 1. Michael Hale (Duc); 2. Adrian Holmes (Apr); 3. Joseph Miles (Hon); 4. Jorge Corbato (Yam); 5. Robert Dougherty (Yam).

EX H/W S/SPT: 1. Shane Prieto (Yam); 2. John-O Bowman (Suz); 3. Chad Simons (Suz); 4. Per Hogdahl (Suz); 5. Jimmy Shelton (Suz).

AM H/W S/SPT: 1. Raife Snover (Suz); 2. Edward Hosack (Kaw); 3. Damon Patton (Yam); 4. Page Gathings (Suz); 5. Sunil Sardarsingh (Suz).

EX S/TW: 1. David Roy (Duc); 2. Douglas Gross (Duc); 3. John Dierickx (Duc); 4. John Costa (Bue); 5. Jake Wilson (Duc).

AM S/TW: 1. Damon Patton (Suz); 2. Nelson Suarez (Duc); 3. Giancarlo Battaglini (Duc); 4. Joseph Bennardi (Suz); 5. Adrian Holmes (Duc).

H/W VINT: 1. John Long (Duc); 2. Richard Herrington (Hon); 3. William Spinks (Yam); 4. David Bilodeau (Hon).

EX L/W S/BK: 1. Dwight Lewis (Hon); 2. Neville Hall-Reace (Duc); 3. Justin Garvin (Suz); 4. Kelly Hays (Yam); 5. Tim Hall (Hon).

AM L/W S/BK: 1. Michael Hale (Duc); 2. John Linder (Yam); 3. Adrian Holmes (Apr); 4. Joseph Miles (Hon); 5. Gregory Lynch (Hon).

EX M/W S/BK: 1. Shane Prieto (Yam); 2. Francois Barbe (Yam); 3. Marco Martinez (Kaw); 4. Leo Venega (Suz); 5. Mark Lawson (Yam).

AM M/W S/BK: 1. Edward Hosack (Yam); 2. Bryce Lawmaster (Hon); 3. Richard Mihalek (Hon); 4. Christopher Cummings (Suz); 5. Roosevelt Wright Jr. (Suz).

EX H/W SPTSMN: 1. John Costa (Bue); 2. Dwight Lewis (Hon); 3. John Long (Duc); 4. Brett Ray (Bue); 5. Tim Hall (Hon).

AM H/W SPTSMN: 1. Giancarlo Battaglini (Duc); 2. Nelson Suarez (Duc); 3. Michael Hale (Duc); 4. Adrian Holmes (Duc); 5. Stuart Bazerman (Duc).

EX L/W S/SPT: 1. Justin Garvin (Suz); 2. Kelly Hayes (Yam); 3. Arthur Radford (MZ); 4. Brian Mills (Yam); 5. James Melvin Sr. (Suz).

AM L/W S/SPT: 1. John Linder (Yam); 2. Antonio Caparros (Suz); 3. Gregory Lynch (Hon); 4. C.J. Czaia (Yam); 5. Andrew Berry (Suz).

EX H/W S/BK: 1. Mauro Cereda (Suz); 2. Joseph Fletcher (Suz); 3. Rick Narup (Kaw); 4. Per Hogdahl (Suz); 5. Marco Martinez (Kaw).

AM H/W S/BK: 1. Raife Snover (Suz); 2. Sunil Sardarsingh (Suz); 3. Edward Hosack (Kaw); 4. Damon Patton (Suz); 5. Page Gathings (Suz).

EX F-40: 1. Jimmy Shelton (Suz); 2. William Savain (Yam); 3. Jack Gray (Suz); 4. Jake Wilson (Duc).

AM F-40: 1. Sam Rosario (Suz); 2. Pedro Gianello (Hon); 3. Egor Emery (Kaw); 4. Robert Enriquez (Kaw); 5. Jeffrey Hoffman (Suz).

EX M/W GP: 1. Marco Martinez (Kaw); 2. Francois Barbe (Yam); 3. Leo Venega (Suz); 4. Daniel Urbina (Hon); 5. Thomas Pfuner (Yam).

AM M/W GP: 1. John Porlier (Hon); 2. Richard Mihalek (Hon); 3. Christopher Cummings (Suz); 4. Roosevelt Wright Jr. (Suz); 5. Deborah Venega (Suz).

EX U/L GP: 1. Shane Prieto (Yam); 2. Rick Narup (Kaw); 3. David Roy (Duc); 4. Emanuel Manusuthakis (Yam); 5. Mauro Cereda (Suz).

Jeff Verseput ran away with both 250cc Beginner motos at California Racing Club's Saturday night motocross at Los Angeles County Motocross.

Verseput spanks LACR MX

By Greg Robertson

PALMDALE, CA, AUG. 7

In what may well be his last ride in the Beginner class, Jeff Verseput spanked the competition in both 250cc Beginner motos during the FMF-sponsored round of California Racing Club's Saturday night motocross at Los Angeles County Raceway.

Verseput gave an early indication of how his night would go by reeling off the first-moto holeshot and then immediately pulling away from the field. By midway, Verseput had nearly 10 seconds on Bobby Jones, who was a safe distance ahead of Garrett Stines and Bryan Ward. The moto was all Verseput's, as he greeted the checkers with no threat from behind. Jones finished second, ahead of Ward, who traded places with Stines when Stines went down with just a lap remaining.

Verseput put his O'Neal/Desert Wheels-backed YZ250 out front when the gate dropped in moto two. Eugene Hernandez latched on to Verseput's back fender, and it looked as though Hernandez was going to give Verseput a run for his money - until Hernandez fell on lap three. With Hernandez out of the picture, it was a cakewalk for Verseput, and he easily took the second-moto win. Jones made his way toward the front to go 2-2 on the night. Ward held off a determined Stines on the last lap to go 3-3 for third overall.

Caleb Gosselaar made his way around Shaun Trabert on the opening lap of the first 125cc Novice moto for the lead, and they quickly distanced themselves from the rest of the pack to go one-two at the checkers. Bo Williams finished a distant third, holding off Kevin Jennings at the line.

Trabert got the second-moto start and held off Gosselaar for the lead for the first four laps. Gosselaar put the move on Trabert, but his lead only lasted a lap before Gosselaar lost his front end in a rut while exiting a turn. Trabert suddenly had an eight-second lead over Gosselaar, Jennings and Williams. Gosselaar went down again in the same rut on the following lap, giving Trabert an insurmountable lead. Trabert's second-moto win earned the Kawasaki rider the overall honors. Second went to Gosselaar, with Jennings topping Williams to earn the third-place trophy.

Results

P/W YAM BEG: 1. Louie Smith (Yam); 2. Nick Franco (Yam); 3. Andrew Delgado (Yam).

P/W BEG: 1. Eric Kahler (KTM); 2. Scott Winslow (HM); 3. Colton Sanders (KTM); 4. Matthew Popp (HM); 5. Kyle Prince (HM).

P/W YZ50: 1. Daniel Dentro (Yam).

P/W 70: 1. Chelsea Candido (Hon).

S/P/W (4-6): 1. Chris Plouffe (KTM); 2. Keith Robinson (Cob).

S/P/W (7-9): 1. Cody Farrar (KTM); 2. Armando Aquilar (KTM); 3. Dalton Castahaude (KTM).

60 BEG: 1. Kevin O'Donnell (Kaw); 2. Grant Phillips (Kaw); 3. Chris Deeds (Kaw); 4. Jack Williams (Kaw); 5. Alan Jiron (Kaw).

60 (4-8): 1. Shawn Butler (Kaw).

60 (9-11): 1. Timmy Ritzler (Kaw); 2. Ken Slater Jr. (KTM).

80 BEG: 1. Ricky Kroll (Yam); 2. Roberto Jiron (Suz); 3. Jamie Cagle (Hon); 4. James Sendelbach (Suz); 5. Nick Simpson (Hon).

80 (7-11): 1. Garrett Norr (Hon); 2. Kyle Jenkins (Kaw); 3. Nick Sanders (Suz); 4. Derreck Murphy (Suz); 5. Shawn Mohr (Yam).

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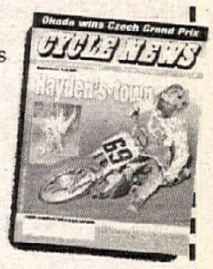

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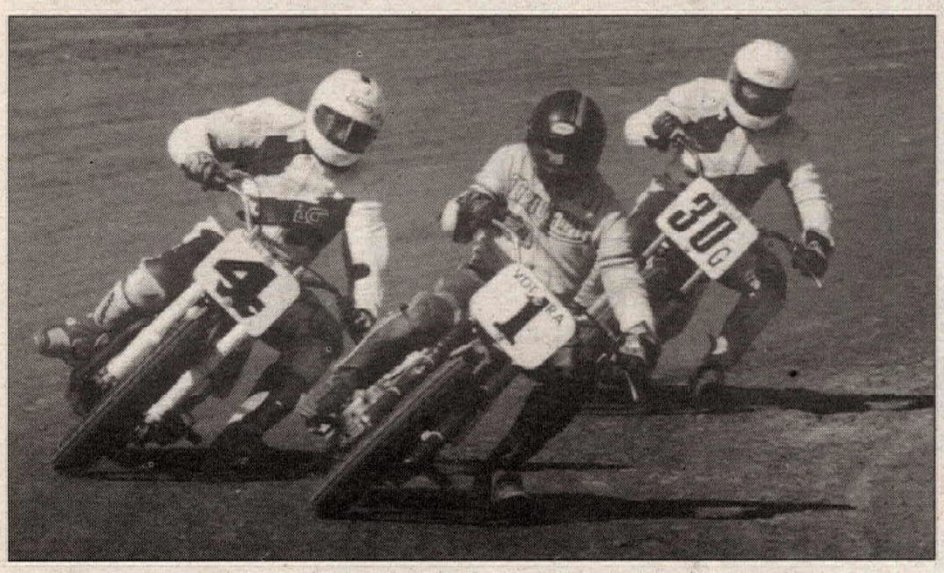
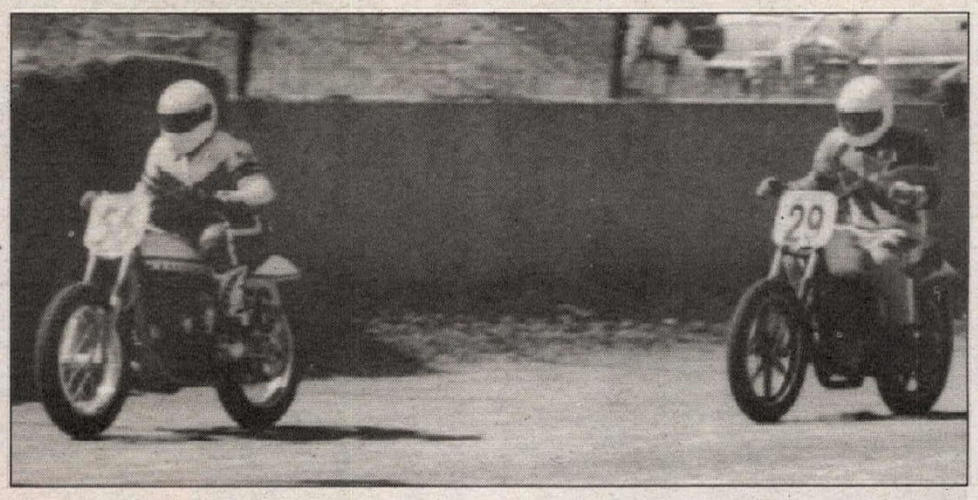


At the Oklahoma City Fairgrounds Speedway, Johnny Isaacs (1) won a close Pro Masters main event ahead of Roger Sterling (30G), who took second, and Bill Snyder (4), who took third.



Greg Johnston (56) leads Earl Smith (29) in the Masters Amateur event at round eight of the VDTRA All-Stars Flattrack Racing Series, held at Sheridan Speedway in Wyoming. Johnston won five of eight events entered.

80 (12-13): 1. Ryan Roybal (Hon); 2. David Norris (Hon).

80 (14-16): 1. Chris Norr (Hon); 2. Ryan Salinas (Hon); 3. Michael Brewer (Hon).

S/MINI: 1. Chris Norr (Hon); 2. Mitchell Alsobrook (Hon).

125 BEG: 1. Nick Jepson (Yam); 2. Ryan Thurlow (Kaw); 3. Darin Ghisholm (Hon); 4. Adam Wilson (Kaw); 5. Jason Sanchez (Yam).

125 NOV: 1. Shaun Trabert (Kaw); 2. Caleb Gosselaar (Hon); 3. Kevin Jennings (Yam); 4. Bo Williams (Yam); 5. Danny Mohr (Yam).

125 INT: 1. Travis Smith (Kaw); 2. Brent Gilliam (Yam); 3. Scott Howe (Yam); 4. Johner Faulkner (Yam); 5. Donnie Durrer (Suz).

250 BEG: 1. Jeff Verseput (Yam); 2. Bobby Jones (Hon); 3. Bryan Ward (Yam); 4. Garrett Stines (Hon); 5. Jeff Mayberry (Hon).

250 NOV: 1. John Simanovich (Yam); 2. Josh Bagge (Hon); 3. Corey Murphy (Yam).

250 INT: 1. Travis Smith (Kaw); 2. Josh Mason (Yam); 3. Chris Reed (Kaw).

250 PRO: 1. Bryan Nelson (Yam).

JR VET NOV: 1. Todd Smart (Yam); 2. Gabi Abayou (Hon); 3. Pasha Afshar (Yam); 4. David Williams (Hon); 5. Ed Bernal (Kaw).

JR VET INT: 1. Chris Reed (Kaw); 2. Vincent Baioni (Hon); 3. Shane Stanley (Yam).

VET BEG: 1. Jon Hall (Suz); 2. Chris Lane (Hbg); 3. Brian Merrill (Hon); 4. Jim Bagge (Hon); 5. Steve Sagely (Kaw).

VET NOV: 1. Joe Casagrande (Yam); 2. Todd Smart (Yam); 3. Pasha Afshar (Yam); 4. David Williams (Hon); 5. Jeff Hall (Suz).

VET INT: 1. Leo Saul (Yam); 2. Jack Miller (Kaw).

VET EX-PRO: 1. Troy Welty (Suz).

SR NOV: 1. Terry Sabadin (Yam); 2. Kenny Kopecky (Kaw).

SR INT: 1. Bob Dunham (Yam); 2. Steve Norr (Yam).

SR EX: 1. Edwardo Flippo (Hon); 2. Steve Williams (Hon).

O/T NOV: 1. Bruce Hoover (Kaw); 2. Art Jung (Kaw); 3. Ed Cornish (Yam); 4. Dave Rutledge (Hon); 5. Charles Watanabe (Hon).

O/T AM: 1. Brian Farner (Kaw); 2. Charles Howell (Yam); 3. Andy Flum (Yam); 4. Jeff Hawthorne (Suz); 5. Mark Martin (Kaw).

O/T EX. 1. Larry Williams (Suz); 2. Mike Chesbro (Yam); 3. Steve Norr (Hon); 4. Herbert Allen (Kaw); 5. Bob Dunham (Yam).

O/T MSTR B: 1. Scott Freeman (Yam).

Gibson puts dibs on Pro Twin win at OKC Speedway

By Mike Zbrozek
Photo by Dan Mahony

OKLAHOMA CITY, OK, JULY 18

Current VDTRA Pro Twin champ Mark Gibson kept his big Triumph twin on the boil to take the win over the current Pro Twins point leader, XR750-mounted Dallas Babcock, at round seven of the VDTRA All-Stars National - which was also the eighth annual Randy Cleek Memorial race - at the Oklahoma City Fairgrounds Speedway.

Gibson made his move early on the second lap to unseat Babcock from the lead, and began to pull away. Though Babcock reeled him back in at the midpoint, he could get no closer by the time they came to the final flag on the seventh lap. Running in third, Bill Snyder continued his consistent string of top-three Pro finishes. Jac Donald also made a good showing, as did Allan Moriarty, filling out the top five spots.

In the hotly contested Pro Masters main event, Johnny Isaacs, Snyder and Roger Sterling kept the race exciting, as Snyder and Isaacs took turns leading while Sterling patiently waited for an opening. On the final lap, with Isaacs out in front, Sterling was able to slide by Snyder and steal second place at the flag. John Jeffries slipped past John Fike with two laps to go, for fourth.

Pro 600cc rider Steve Nichols put his newly constructed TPR Yamaha single across the finish line first in his main event after the early lead of Kris Armentrout ended on the fourth lap with a flat front tire. Armentrout had been flying all day, winning his heat race, and he looked to be the man to beat before his stroke of bad luck. Isaacs, Sterling, Tony Neill and Jeffries filled the top four positions.

In the Open Twin Amateur main, racers struggled for traction in turn three, resulting in several ambulance rides in what seemed to be a last-man-standing affair, with two restarts needed to finish the event. On the original start, fourth- and fifth-placed riders Russell Briggs and current Open Twin points leader Ken Slota came together in turn three, sending Slota into the Tuff blocks at speed. Slota was transported to the hospital with a shoulder injury; Briggs was able to make the restart. On lap two of the second start, Leo Osantowski and Bill Stephens came together in turn three as well, sending both riders into the Tuff blocks. Though both were unhurt, Osantowski's machine was unable to continue, leaving Stephens to start from the last spot in single file. Start number three was the charm, with Bob Snyder taking the point out of harm's way, followed by Briggs and Earl E. Smith Jr. By lap four, however, Stephens had worked his way to the lead pack, and he got by Smith for third. At the checkered flag, it was Snyder, Briggs, Stephens, Smith and Ron Stone in the top five positions.

Results

250 AM. 1. Tom Booth (Yam); 2. Bob Snyder (Yam), 3. Dan Deubler (Bul); 4. James Taylor (Yam); 5. Roy Haines (Bul).

600 AM: 1. Jeff Garlach (Yam); 2. Earl Smith (Yam); 3. Roy Davis (Yam); 4. Glenn McNamara (Yam); 5. J.C. Clark (Yam).

OPEN TW AM: 1. Bob Snyder (Yam); 2. Russ Briggs (Yam); 3. Bill Stephens (Tri), 4. Earl Smith (Yam); 5. Ron Stone (Tri).

SR 40+: 1. Mike Konshak (Yam); 2. J.C. Clark (Yam); 3. Jerry Hinds (Yam); 4. Duane Petersen (Yam); 5. Earl Smith (Yam).

MSTR AM: 1. Mike Konshak (Yam); 2. Kenneth Ross (Yam); 3. Earl Smith (Yam); 4. Roy Haines (Bul); 5. James Lindsey (Yam).

PRO 600. 1. Steve Nichols (Yam); 2. Johnny Isaacs (Yam); 3. Roger Sterling (Yam); 4. Tony Neill (Yam); 5. John Jeffries (Yam).

PRO MSTR: 1. Johnny Isaacs (Yam); 2. Roger Sterling (BSA); 3. Bill Snyder (Yam); 4. John Jeffries (Yam); 5. John Fike (BSA).

OPEN PRO TW: 1. Mark Gibson (Tri); 2. Dallas Babcock (H-D); 3.Bill Snyder (Yam); 4. Jac Donald (Yam); 5. Allan Moriarty (Yam).

Johnston on top at VDTRA Twin Half Miles

By Mike Zbrozek

SHERIDAN, WY, JULY 31-AUG. 1

Casper, Wyoming, rider Greg Johnston showed some state pride, racing to the win in five of eight events he entered in the two days of half mile racing at rounds seven and eight of the VDTRA All-Stars Flattrack Series at Sheridan Speedway.

Johnston's string of victories began with a flag-to-flag win in the 600cc Amateur contest over Earl E. Smith Jr. and VDTRA newby Phillip Kononuk. Johnston continued his duel with Smith in the Seniors Over 40 main event, stealing the win from Smith on the final lap, with Bent Larsen holding on for a close third. Johnston then finished the night with a Masters Amateur victory, with Tom Booth chasing and Smith close behind. Johnston only placed second in the 250cc Amateur main, as Bob Snyder took the point from Johnston on lap two and led the race to the checkers. Johnston turned the tables on Snyder in Sunday's 250cc main, with Snyder and Booth the runners-up. Not done, though, Johnston again found his way home first in Masters Amateur, outdistancing early leaders Roy Haines and Fred Schritt, the latter having worked his way from third into the lead in the early laps, with Johnston unable to take the point in the contest until the final couple of circuits. Haines pressed Schritt to recoup his position several times but was unable to advance.

In Saturday night's Pro events, Matt James rallied from third to the lead, passing Eric Bland and then at halfway race leader John Fike. Current class champion Mark Gibson worked to advance from his midpack start in an effort to catch the flying James. Midway into the 10-lap event, Gibson finally worked past third-placed Bland on lap seven and lastly Fike on the white-flag lap, giving him an open run at the leader. By this time, however, James was gone, leaving Gibson second, with Fike, Bland and Bill Snyder filling out the top five.

In Sunday's Pro-Twin main, Gibson passed early leader Mickey Blythe on lap two and captured the checkered flag. Blythe held off James, the two riders taking second and third for their efforts.

As for Gibson, his second- and first-place performances put him second in 1999 class championship points, only four back of current class leader Dallas Babcock, who did not make the Sheridan trip.

Results

Saturday

250 AM: 1. Bob Snyder (Yam); 2. Greg Johnson (Bul); 3. Tom Booth (Yam); 4. Roy Haines (Bul); 5. Frank Hardman (Yam).

600 AM: 1. Greg Johnson (Yam); 2. Earl Smith (Yam); 3. Phillip Kononuk (Yam); 4. Bent Larsen (Yam); 5. Frank Hardman (Yam).

OPEN TW: 1. Bob Snyder (Yam); 2. Frank Hardman (Yam); 3. Mike Konshak (Yam); 4. Earl Smith Jr. (Yam); 5. Duane Petersen (Yam).

SR 20+: 1. Jacob Latimer (Suz); 2. Frank Hardman (Yam); 3. Bob Snyder (Yam); 4. Mike Konshak (Yam); 5. Roy Haines (Bul).

SR 40+: 1. Greg Johnson (Yam); 2. Earl Smith (Yam); 3. Bent Larsen (Yam); 4. Frank Hardman (Yam); 5. Tom Booth (Yam).

MSTR AM: 1. Greg Johnston (Yam); 2. Tom Booth (Yam); 3. Earl E. Smith Jr. (Yam); 4. Fred Schritt (Tri); 5. Mike Konshak (Yam).

PRO 600: 1. John McClelland (Yam); 2. Eric Bland (Yam); 3. Bill Snyder (Yam); 4. John Fike (BSA); 5. Mike Zbrozek (Tri).

PRO-MSTR: 1. Bill Snyder (Yam); 2. John Fike (BSA); 3. David Isely (Tri); 4. Mike Zbrozek (Tri); 5. John Kent (Tri).

OPEN PRO-TW: 1. Matt James (Tri); 2. Mark Gibson (Tri); 3. John Fike (BSA); 4. Eric Bland (Yam); 5. Bill Snyder (Yam).

Sunday

250 AM: 1. Greg Johnson (Bul); 2. Bob Snyder (Yam); 3. Tom Booth (Yam); 4. Roy Haines (Bul); 5. Frank Hardman (Yam).

600 AM: 1. Phillip Kononuk (Yam); 2. Frank Hardman (Yam); 3. Greg Johnson (Yam); 4. Tom Booth (Yam); 5. Earl Smith (Yam).

OPEN TW: 1. Bob Snyder (Yam); 2. Frank Hardman (Yam); 3. Duane Petersen (Yam); 4. Mike Konshak (Yam); 5. Earl E. Smith Jr. (Yam).

Seniors 20+: 1. Jacob Latimer (Suz); 2. Mike Konshak (Yam); 3. J.C. Clark (Yam); 4. Larry Sanchez (Yam).

SR 40+: 1. Frank Hardman (Yam); 2. Greg Johnston (Yam); 3. Bent Larsen (Yam); 4. Earl Smith (Yam); 5. Tom Booth (Yam).

MSTR AM: 1. Greg Johnston (Yam); 2. Fred Schritt (Tri); 3. Roy Haines (Yam); 4. Tom Booth (Yam); 5. Mike Konshak (Yam).

PRO 600: 1. Eric Bland (Yam); 2. John Fike (BSA); 3. John McClelland (Yam); 4. Bill Snyder (Yam); 5. Mike Zbrozek (Tri).

PRO-MSTR: 1. John Fike (BSA); 2. Bill Snyder (Yam); 3. John Kent (Tri); 4. Lee Parker (Yam); 5. Mike Zbrozek (Tri).

OPEN PRO-TW: 1. Mark Gibson (Tri); 2. Mickey Blythe (Tri); 3. Matt James (Tri); 4. John McClelland (Yam); 5. Eric Bland (Yam).

Craig pegs win at Perris MX

By Kenny Morris

PERRIS, CA, AUG. 7

Nathan Craig placed third in the first moto and first in the second moto to score first overall in the 125cc Intermediate class at round six of the Hot Summer Night Series at Perris Raceway.

In the first moto, Matt Condon got the holeshot, with Dustin Jameson in second and his brother Kane Jameson in third. Craig found himself in seventh place after a bad start. While Craig began his journey to the front, Dustin Jameson began to put a lot of pressure on Condon for the lead. Ray Hensley, unsatisfied with fourth, stuck a wheel in front of Kane Jameson to take third. Kane then became the next victim of the hard-charging Craig.

Meanwhile, Condon stayed ahead of the determined Dustin Jameson. Kane Jameson went down in the infamous MX West corner, and Craig benefited. On the last lap, about a hundred feet from the checkered flag, Craig, with pure determination, just edged out Hensley for third. Condon held off Dustin Jameson for the moto win.

The second moto proved to be Craig's. With a great start and the speed to stay out front, Craig maintained the lead and showed no signs of slowing. Dustin Jameson, in second, had to worry about Hensley in third. Hensley, who is known for his speed and experience, couldn't match Dustin Jameson. Condon was not a factor in this moto and found himself having trouble simply staying upright in the pack; he went on to finish ninth. At the checkered flag, points leader Craig took the win, with Dustin Jameson in second and Hensley in third.

In the Over 40 Expert class, Mike Altenhofel, with his bulldog charging style, took a clean sweep for the overall win. Altenhofel is one of the fastest 40-year-olds around, and he is untouchable at Perris week after week.

In the Over 40 Beginner class, Remy Pamintuan won both motos to win the overall, with Chuck Norris in second and Marco Valdovinos finishing third. In the Over 30 Beginner class, Scott Brown used consistency to win the overall, scoring a 1-2, and Steve Sidwell placed second overall. Despite winning the second moto, George Harris finished third.

Results

50 MOD (4-6): 1. Bryce Stewart (Cob); 2. Justin Jeffers (KTM).

50 MOD (7-8): 1. Johnny Jelderda (Lem); 2. Marcus Carrillo (Lem); 3. Blake Wharton (KTM).

50 STK (7-8): 1. Johnny Jelderda (Lem); 2. Blake Wharton (KTM).

60 BEG: 1. Jonathan Horgan (Kaw); 2. Sean Thompson (KTM); 3. Blake Wharton (Kaw); 4. Tyler Wharton (KTM), 5. Marcus Carrillo (Lem).

60 NOV: 1. Chapman Fiene (Kaw); 2. George Jeffers (Kaw).

60 INT: 1. Trent Pugmire (Kaw); 2. Shawn Hayes (KTM); 3. B.J. Bohrer (Kaw).

60 OPEN: 1. Trent Pugmire (Kaw); 2. Chapman Fiene (Kaw); 3. Sean Thompson (KTM); 4. Tyler Wharton (KTM).

80 BEG: 1. Kris Paluzzi (Yam); 2. Garrett Iwanicki (Suz); 3. Shawn Hayes (Yam); 4. B.J. Bohrer (Yam); 5. Tyler Sievers (Kaw).

80 NOV: 1. Adam Benavidas (Hon); 2. Justin Noble (Kaw); 3. Jared Minor (Yam); 4. Jonathan Arana (Kaw); 5. Anthony Charette (Yam).

80 INT: 1. Kevin Breid (Yam); 2. Chase Meineke (Yam); 3. Vincent Benavidas (Hon).

80 EX: 1. Cale Wallace (Yam).

80 S/MINI: 1. Cale Wallace (Yam); 2. Kevin Breid (Yam); 3. Chase Meineke (Yam); 4. Justin Noble (Kaw); 5. Vincent Benavidas (Hon).

125 BEG: 1. Jeremy Roberts (Kaw); 2. Roy Black (Kaw); 3. David Shultz (Suz); 4. Mike Riggs (Yam); 5. Mike Paluzzi (Yam).

125 NOV: 1. Patrick Terry (Yam); 2. Isaac Oshita (Yam); 3. Brandon Norton (Yam); 4. Israel Ochoa (Suz); 5. Bobby Bloodworth (Yam).

125 INT: 1. Nathan Craig (Yam); 2. Dustin Jameson (Yam); 3. Ray Hensley (Yam); 4. Matt Condon (Yam); 5. Kane Jameson (Yam).

125 PRO: 1. Greg Schnell (Yam); 2. Scott Sheak (Kaw); 3. Jerry Aleman (Suz).

250 BEG: 1. Garrett Mathews (Hon); 2. Wade Henderson (Kaw); 3. Donnie Emler Jr. (Hon); 4. Doug Covey (Yam); 5. Randy Shadowen (Hon).

250 NOV: 1. Billy Arnone (Suz); 2. Andy Bakken (Yam); 3. Andrew Cordos (Yam); 4. Manny Jugala (Yam).

250 INT: 1. Brandon Milstead (Suz); 2. Bomber Hernandez (Hon); 3. Scott Sease (Hon); 4. Chris Turner (Kaw).

250 PRO: 1. Willie Surrat (Yam); 2. Donald Upton (Hon).

25+ NOV: 1. Jason Broussard (Yam).

25+ INT: 1. Bryan Layton (Yam).

30+ BEG: 1. Scott Brown (Yam); 2. Steve Sidwell (Yam); 3. George Harris (Kaw).

30+ NOV: 1. Chris Hughey (Yam); 2. David Vinlove (Hon); 3. Steve Berg (Yam); 4. Chris Muluania (Hon), 5. T.J. King (Yam).

30+ INT: 1. Tony Sulli (Suz).

40+ BEG: 1. Remy Pamintuan (Suz); 2. Chuck Norris (Hon); 3. Marco Valdovinos (Suz).

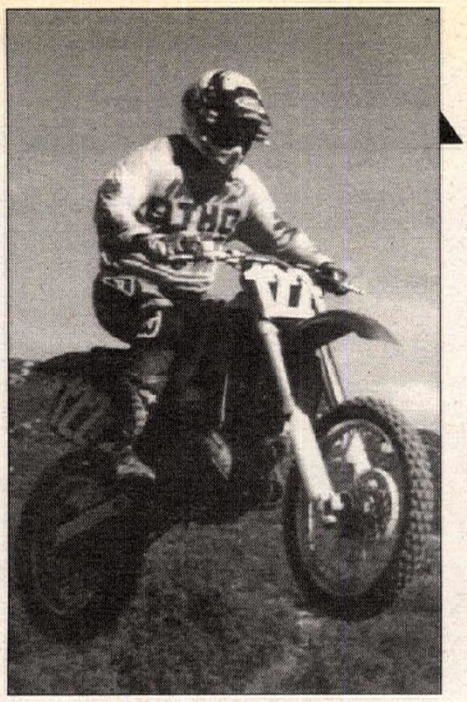
40+ EX: 1. Mike Altenhofel ((Hon).

Smith smokes 'em at OTHG Motocross

By Chris Sanchirico

RAMONA, CA, AUG. 8

Barona Oaks local Daniel Smith outclassed the competition in the Over 38 Intermediate class with a perfect 1-1, for the overall victory. The avocado grower put away his tractor and pulled out his CR to race with the Over The Hill Gang on a perfect Southern California summer day. The all-volunteer Barona Oaks staff did an excellent job of prepping the track and running the



Dan Smith flies through the air, taking the overall Over 38 Intermediate win with the greatest of ease at the Over The Hill Gang event at Barona Oaks in Ramona, California.

races for the OTHG. Smith wasted little time dominating the competition, grabbing the holeshot in both motos for the wire-to-wire victories.

In moto one, the D&D Growers/Escondido Cycles-backed Smith snared the holeshot and disappeared from the field. Behind Smith, a battle ensued between Dan Caneva, YZ rider Mark Jones and Chuck Warren. The Long Beach Motorsports-backed Jones quickly displaced Caneva, taking over second, with Caneva third and Warren fourth. The man on the gas was Craig Hamilton, who turned the fastest lap times to claim second place at the checkers. Peter Neumueller followed Hamilton to the finish to secure third place.

Smith, who rides Barona Oaks frequently, used his experience to once again grab the holeshot and show the class the fast way around the technical, jump-filled track. In tow were Warren, Chris Cumbo and Caneva. Cumbo quickly secured second and was under extreme pressure from the hard-charging Hamilton, who once again was recovering from a poor start. At the finish, it was Smith cruising to victory. Hamilton was desperately pressuring Cumbo for second place. Cumbo used the added ponies of his RPM's/Too Tech-backed YZ to hold off Hamilton at the checkers. Hamilton's 2-3 was good enough for second overall. Neumueller took third overall, with a 3-4.

In the regular Intermediate class, another Barona Oaks local, John Willis, dominated the day's events. Much like Smith, Willis absconded with the holeshots and cruised to victory with a comfortable lead for the overall honors. The real action was the battle for the second through fifth spots between Jacques German, Kip Contreras and Rick Tatlow.

In moto one, German, Contreras and Tatlow were running so close that they could have been covered by a blanket. The trio exchanged positions several times, but at the checkers it was the KTM of German taking second, with Tatlow and Contreras in tow.

In moto two, it was all Willis, as he took the holeshot and the uncontested victory. Once again, German and Contreras were involved in a dogfight. Tatlow went down in the first turn and did not finish. John Rizzo rebounded from a midpack start to join the battle for second place. The last-lap running order was Willis, German, Contreras and Rizzo, until YZ-mounted Contreras made his move, displacing German to third at the checkers.

German won the war, with his 2-3 besting Contreras' 4-2 on the day, for second and third overall.

Results

BEG: 1. Kevin Kowdy; 2. Steve Mangione; 3. Jack Tanner; 4. John Hammonds; 5.Chris Ganz.

38+ BEG: 1. Frank Derby; 2. Mary Ann Hobbs; 3. Barry Simon; 4. Marie McMillen; 5. Bill Billings.

NOV: 1. Richard Renlsen; 2. Bob Morales; 3. Tommy King; 4. David Dubois; 5. David Vinlove.

38+ NOV: 1. Zack Lindborg; 2. Chuck Elsea; 3. David Ward; 4. James Holman; 5. Tom Barnett.

INT: 1. John Willis; 2. Jacques German; 3. Kip Contreras; 4. John Rizzo; 5. Walt Bennet.

38+ INT: 1. Daniel Smith; 2. Craig Hamilton; 3.Peter Neumueller; 4. Chris Cumbo; 5. Dan Caneva.

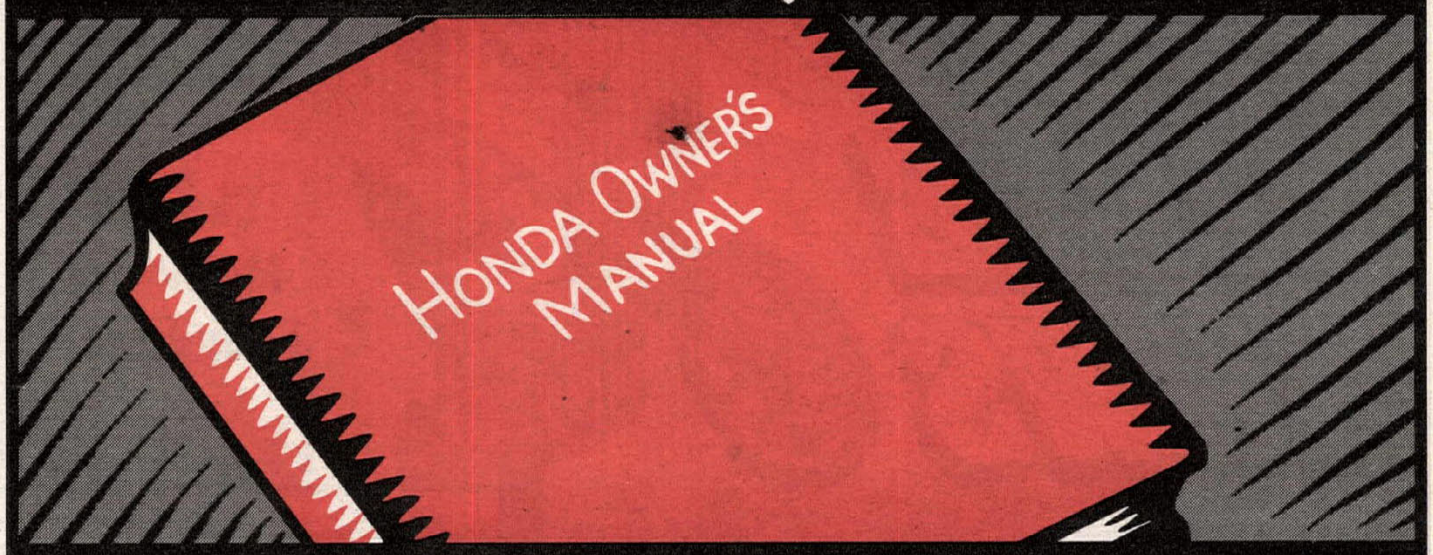
EX: 1.Steve Piattoni; 2. Chris Sanchirico; 3. Chuck Bennet; 4. Icey Criswell; 5. Jeff Scott.

38+ EX: 1. S.P. Quale; 2. Gary Scheidler; 3. Dave Rodriguez; 4. Jeff Blix; 5. Marty Westerman.

PRO: 1. Craig Davis; 2. Jim Henn; 3. Merle Hammer; 4. Tony Rodriguez.

38+ PRO: 1. Mark Johnson; 2. Paul Needles; 3. Mike Altenhofel; 4. Tim Tyman.

WORDS TO live BY.



Your Honda owner's manual. This self-help book is a must read for every motorcyclist. After all, it's filled with everything you need to know about maintaining your Honda in safe operating condition. And that's reason enough to make it a real page turner.

HONDA

www.honda.com

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Around the beginning of 1997, the U.S. Postal Service reclassified all publications into what they call "Periodicals" for the purposes of delivery speed. That means they now lump your Cycle News in with all the monthly publications and deliver them with the same urgency (or lack of urgency).

All Cycle News can do on our end is get the paper shipped immediately after each weekend's events, and into the mail system, which we do, every Tuesday morning, without fail (except on weeks with a Monday holiday, then we print Tuesday and ship your paper on Wednesday morning). After that, it's out of our hands, and you need to register your delivery complaint with the U.S. Postal Service, not us. We're as frustrated as you are, and until there's some better method (at a reasonable cost) to get your Cycle News delivered quicker, we're all stuck with the same problem.

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1-800-ASK-USPS (1-800-275-8777).

Please keep your message brief, to the point, descriptive of your delivery problems, and as polite as possible. If the USPS hears from enough customers, they can only pay attention and improve their service.

California Trail Rides Presents the

1999 CYCLE NEWS®

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Clayton Memorial Foundation

Dual Sport Jamboree

DISTRICT 37 AMA DUAL SPORT · AMA SANCTIONED · TREAD LIGHTLY! · FINELINE MOTOSPORTS

An AMA D-37 Dual Sport Adventure starting in the Devore/Glen Helen area of the San Bernardino National Forest.

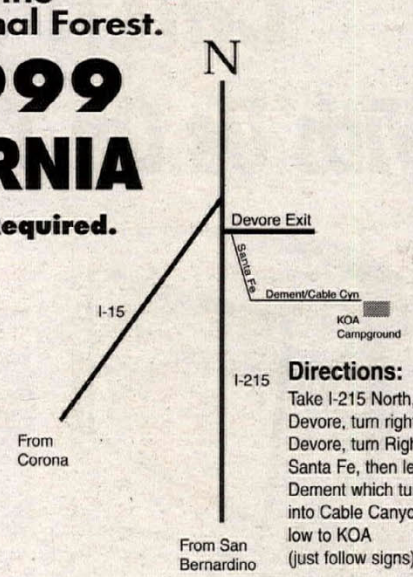
Sunday, October 3, 1999

SAN BERNARDINO, CALIFORNIA

Open to Street Legal Dual Sport Bikes Only. Spark Arrestor Required.

Course Description:

A 100+ mile dual-sport loop through the beautiful San Bernardino National Forest in the Lake Silverwood/Lake Arrowhead area with "harder" sections for the more experienced riders. A great ride for novice and experienced riders alike!
Come up and enjoy the entire weekend.
NEW START/FINISH LOCATIONS. We'll be staying and starting at the KOA campground in Devore (see map). Water, bathrooms, showers and hookups available. Special camping rates for this event ($19 a night for trailers/motorhomes/vans, $6 a night per person for tenters). When making reservations call (909) 887-4098, be sure to mention you are with the dual sport ride.
And don't forget our famous Saturday night Chili Feast courtesy of Cycle News as well as Sunday morning breakfast courtesy of Fineline Motosports.
No unlicensed, non-street legal motorcycle riding allowed.
Start time for the Cycle News Dual sport Jamboree is 7:00 am to 8:30 am Sunday October 3, 1999.
Roll charts provided, bring a roll chart holder as navigation is by mileage.



Directions:
Take I-215 North, exit Devore, turn right on Devore, turn Right on Santa Fe, then left on Dement which turns into Cable Canyon, follow to KOA (just follow signs)

FREE
Chili Feast & Breakfast
Free Chili Feast on Saturday Night for all entrants, courtesy of Cycle News. Free Breakfast Sunday morning, hosted by FINELINE MOTOSPORTS. Entry also includes T-shirt and chance to win prizes donated by our generous sponsors.
Chili Feast served from 5pm-7pm.

Entries are limited! Mail Entry Recommended

ENTRY FEES
Mail: $35 Passengers ride FREE! Bring a friend, kid, spouse or pet.
Post: $40 Free passenger entry does not include t-shirt, but can be purchased for just $8.00.

Send Entry with Name, Address, and ONE SELF-ADDRESSED, STAMPED ENVELOPE to:

California Trail Rides
2341 W. Carol Drive
Fullerton, CA 92833

INFO: (714) 992-9291
E-Mail: dualies@yahoo.com

NAME _____
ADDRESS _____
CITY _____ STATE _____
ZIP _____
PHONE NUMBER ( ) _____ BIKE MAKE _____ CC _____
T-SHIRT SIZE (circle) _____ Sm Med Lg XL XXL

CTR USE ONLY
Rider # _____ (Rider) (Pass)
T-Shirt _____ Amt. Paid$ _____

I understand that my street licensed motorcycle must comply with all California motor vehicle equipment laws. Motorcycles must have current registration, meet sound requirements, carry liability insurance and be equipped with SPARK ARRESTOR, turn signals, horn, mirror, etc.

SIGNATURE _____

In addition to entered riders, approximately how many extra members of your group will be attending the dinner? _____

IS THIS YOUR FIRST DUAL SPORT RIDE? ❑ YES ❑ NO

TRAVELCADE · DIRT RIDER · ACERBIS USA · MAIER USA · Baja Designs · WHITE BROTHERS · SCOTT · CORMAT · THOR · HONDA Rider's Club of America · FREE 2 WHEEL · UNI UNI FILTER · Protect-All · FINELINE MOTOSPORTS · WILSON'S MC FRESNO · Van Leeuwen · CYCLE NEWS · Progressive Suspension USA · CYCLE GEAR · ONE Performance Oil · Motion Pro · IMS · GRANDSPORT · SUMMERS RACING COMPONENTS · FLANDERS

Results

Motocross
Village Creek MX Park
Fort Worth, TX
August 7

51 STK SHAFT	
Justin Parker	Yam
Ricky Grebee	Yam
Dalton Singer	Yam
Kyle McAdams	Yam
Kayleb Goetz	Yam
51 (4-6)	
Sean Miller	Cob
David Bryant Jr.	KTM
Blake Aldridge	KTM
Ian Haemiker	KTM
Bradley Pipkin	Suz
51 (7-8)	
Cameron Vrzack	KTM
Zachary Stover	Wsp
Koda Tingle	Lem
Trey Stevens	KTM
Stratton Howle	KTM
51 OPEN	
Sean Miller	Cob
Cameron Vrzack	KTM
Justin Flores	KTM
David Bryant Jr.	KTM
Dalton Singer	Yam
65 (7-9)	
Levi Gilliam	Kaw
Logan Melton	Kaw
Preston Primm	KTM
Ashton Densmore	KTM
Cody Harris	Yam
65 (10-11)	
Brandon Pipkin	Kaw
Danny Atencio	Kaw
Hunter Tatum	KTM
Jesse Murphy	KTM
65 OPEN	
Brandon Pipkin	Kaw
Ashton Densmore	KTM
Hunter Tatum	KTM
Preston Primm	KTM
85 BEG	
Gary Shelton	Yam
Ben Redemyer	Suz
Russell Altman	Yam
Adam Presley	Hon
Aaron Garner	Yam
85 (7-11)	
Levi Gilliam	Kaw
Logan Melton	Yam
85 (12-16)	
Greg Chapman	Kaw
James Pino	Hon
Bradley Young	Suz
Ty Fletcher	Kaw
85 OPEN	
James Pino	Hon
Greg Chapman	Kaw
Cody Cothran	Kaw
Bradley Young	Suz
Logan Melton	Yam
125 BEG	
Ross Cates	Yam
Levi Jackson	Hon
Patrick Enstrum	Hon
Anthony Sullivan	Yam
Brian Wojcik	Yam
125 NOV	
Cody Rheinlander	Yam
Aaron Smith	Yam
Jesse Chambers	Yam
Ronnie Baker	Yam
Mike Sutherland	Yam
125 OPEN	
Adam Coco	Yam
Matt Grubb	KTM
Josh Harrison	Kaw
Jason Smith	Yam
250 BEG	
David Lowe	Kaw
Jesse Wright	KTM
Chris Noles	Hon
Mark Vrzack	Yam
James Carney	Hon
250 NOV	
Randy Hayes	Kaw
Jason Lovell	KTM
Darren Fretz	Kaw
Brandon Arnold	Kaw
Matt Phillips	Yam
250 OPEN	
Kyle Hudson	Yam
Greg Wolf	Kaw
25+	
Jason Williams	Kaw
James Tennyson	Yam
Darren Fretz	Kaw
Ray Jennings	Kaw
Ben Odom Jr.	Yam
30+ NOV	
James Tennyson	Yam
Steven Atencio	Kaw
Landon Griffin	Hon
Chris Midland	KTM
James Thomas	Hon
38+	
Randy Skinner	Hon
Bobby Meche	Yam
Pete Watson	KTM
Mark Lamb	Hon
COMB INT	
Gary Gorham	Yam
Kyle Hudson	Yam
Jason Smith	Yam
PRO	
Clay Hoenshell	Kaw
Che Rotramble	Yam
James Skinner	Hon

Motocross
AMA Amateur Motocross
Baja Acres
Millington, MI
August 7
By Fritz Seelmann

51 SHAFT	
Sara Roberts	Yam
Eric Senk	Yam
Daniel R. Ayotte	Yam
Tom Arnott	Yam
Jeffrey Stull	Yam
51 JR	
Brandon J. Mercer	
Jordan Vance	
Jarett J. Pesci	
Steven Halberstadt	
51 SR	
Talon T Hodgeson	
Kyle P. O'Connor	
James Roberts	
Kelsea L. Offner	
Trevor G. Moore	KTM
60	
John R. Jackson III	Kaw
Daniel J. Aulseybrook	Kaw
Kurtis M. Lee	Kaw
Brett Bourdage	Kaw
Ethan W. Wright	Kaw
80 JR	
Eric S. Miller	Suz
John R. Jackson III	Kaw
Thomas Lee Templeton Jr.	Suz
Nicholas Hiltz	Kaw
Brent M. Cox	Yam
80 SR	
Ronald A. Bowers Jr.	Yam
Scotty Thomason	Suz
Nathan Barrett	Kaw
Corey L. Hoover	Kaw
Kyle Rothgeb	Hon
80 C	
Chad Leonard	Hon
Andrew Rehkopf	Kaw
Chad B. Peck	Yam
Eric R. Saya	Yam
Scott M. Wichtner	Hon
125 JR	
Justin W. Sessink	Hon
Nathan J. Woodward	Yam
Trevor A. Gundlach	Yam
Nathan Barrett	Kaw
Brian L. Schuiteman	Kaw
125 A	
Doug Iddings	Hon
Ian D. Hammond	Suz
Chris Lueth	Hon
Aaron C. Smith	Hon
John A. Kitsch II	KTM
125 B	
Brian L. Schuiteman	Kaw
Joshua J. Young	Yam
John D.M. Crews	Yam
Nate L. Smith	Kaw
Paul C. Rudys	Hon
125 C	
Derek A. Wilson	Suz
Joshua D. Heinlein	Yam
Ronald Rickert	Kaw
Justin Heinlein	Hon
Dan Orahoske	Yam
250 A	
Craig S. Biland	Suz
Jasin Kjoller	Kaw
250 B	
Kyle G. McLeod	KTM
Lee Fleischmann	Hon
Michael Keitz	Kaw
Daniel L. Whitney	Kaw
Shane Carlton	Suz
250 C	
Mike Keyser	Kaw
Charles J. Davenport	Hon
David A. Waller	Hon
Adrian Lagest	Kaw
Bill Kobus	Kaw
16-24	
Chad M. Hauser	Kaw
Jasin Kjoller	Kaw
25+	
Craig Stoley	Hon
Craig S. Biland	Suz
30+	
Kreg D. Bigelow	Hon
Craig Stoley	Hon
Walter F. Pannick III	Suz
David S. Cross	Kaw
Bryan C. Hamilton	Yam
35+	
Kreg D. Bigelow	Hon
Michael A. Price	Yam
James Iversen	Kaw
Joseph E. Horchler	Kaw
Gary J. Nivelt	Suz
40+	
Gary J. Saya	Hon
Bob L. Lewis	Yam
Darrel L. Hiltz	Hon
Ron Hayes	Suz
Gary J. Nivelt	Suz

50+
Frank J. Helms Hon
Guy Winonradsky Hon
Ronald E. Sage Hon
Richard M. Schank Yam
William D. Foster Yam
NON-CUR
Thomas Lee Barth Hon
Nathan Barrett Kaw
David Fink Hon
Joe M. Tulip Hon
Curtis C. McConnell Kaw
WMN
Candace Herschelman Kaw

Motocross
AMA Amateur Motocross
Baja Acres
Millington, MI
August 8
By Fritz Seelmann

51 JR
Brandon J. Mercer
Joseph L. Porcecli III KTM
Jordan Vance
Ian Clements
Jarett J. Pesci
51 SR
James Roberts
Michael Ross
Talon T. Hodgeson
Kyle P. O'Connor
51 SHAFT
James Roberts Yam
Sara Roberts Yam
Noel Ash Yam
Matthew Marcial Yam
Joseph L. Porcecli III Yam
60
Daniel J. Aulseybrook Kaw
Jordan P. Dryer Kaw
Aaron Clements Kaw
Trevor D. Donie Kaw
Casaundra L. Regal Kaw
80 JR
Thomas Lee Templeton Jr. Suz
Corey A. Slavik Kaw
John R. Jackson III Kaw
Ethan W. Wright Kaw
Daniel J. Aulseybrook Kaw
80 SR
Scotty Thomason Suz
Ronald A. Bowers Jr. Yam
Brandon H. Butzin Hon
Corey L. Hoover Kaw
Andrew Clements IV Suz
80 C
Kyle T. Measel Yam
James Groth Kaw
Eric R. Saya Yam
Andrew Rehkopf Kaw
Dustin M. Long Hon
125 JR
Danny Beckett Jr. Suz
Nathan J. Woodward Yam
Trevor A. Gundlach Yam
Erik Haaseth Yam
125 A
Chris Lueth Hon
Sebastian Szamiel Kaw
125 B
Timothy S. Horne Suz
Danny Beckett Jr. Suz
Rich Powell Yam
Brian L. Schuiteman Kaw
Kris M. Gillett Kaw
125 C
Scott C. Jeffers Yam
Derek A. Wilson Suz
Curtis M. Layton Hon
Ronald Rickert Kaw
Jon Marcus Dunwoody Yam
250 A
Donald Gillett Jr. Kaw
Mark Glenn Yam
Marc E. Decubber Hon
Chad L. Miller Hon
Matthew R. Chick Hon
250 B
Kyle G. McLeod KTM
Jeff L. Plawecki Kaw
Lee Fleischmann Hon
Nicholas Karloff Yam
Kenneth E. Bowers KTM
250 C
Daniel Krick Yam
Don Leddy Yam
Pete Wieke Hon
Adrian Lagest Kaw
Kaare I. Haaseth Yam
16-24
Chris Lueth Hon
Rich Powell Yam
Sebastian Szamiel Kaw
Chad M. Hauser Kaw
Daniel Krick Yam
25+
Craig S. Biland Suz
Craig Stoley Hon
David W. Horvath Yam
Michael A. Worden Kaw
Matthew R. Chick Hon
30+
Mike Himanek Suz
Craig Stoley Hon
David Moegle Yam
Matthew H. Sheldon Kaw
Earl J. Seelmann KTM
35+
Steve B. Holland Suz
James Iversen Kaw
Don M. Claerhout
Scott Lindenberg Hon
John R. Love Yam
40+
David R. Bowman Suz
Gary J. Saya Hon
Ron Hayes Suz
John R. Love Yam
Embert J. Berkers Yam
50+
Guy Winonradsky Hon
William D. Foster Hon
Robert C. McWilliams KTM

Motocross
Sprout Patch Competition
Surdyke Appreciation Series
Round 2
Billings, MO
August 14

50 (4-6)
Gatlin Pennington
Harrison Shellhammer
Chris Underwood
Chad Johnson
Trey Jones
50 (7-8)
Ryan Johnson
Ryan Rector
Isaac Schilling
Austin Harrill
Kaleb Hughey
60
Coby White
Jared Snider
Matthew Oliver
Theron Cook
Tyler Page
80 BEG
Thomas Young
Brad Lester
Zach Neill
Ronnie Cook
Robert Seekamp
80 ADV
Robert Busiek
Laith Smith
Donald Harris
125 BEG
Jamie Vaughn
Kyle McCoy
Nick Richart
Trampas Sanders
Chris Rost
125 NOV
Troy Lester
Chase Dunfee
Beau Burnett
Eli Bieschke
Travis Cummings
250 BEG
Craig Henson
Al Bass
Butch McCoy
Larry Perkins
Robert Oliver
250 NOV/INT
Darrell Jackson
Jeff Ellis
Jon Tomlin
SCHBY
Chase Dunfee
Troy Lester
Chris Rost
Robert Busiek
Jon Driskill
COMB OPEN
Joe Jarvis
Darrell Jackson
Allen Haynes
Kris Morgan
Travis Cummings
30+
Allen Haynes
Steve Logston
Kris Morgan
Perry Scott
Doug Gere

Motocross
Moto-X-West Nevada Championship Series
Round 5
Sopiago Springs, CA
August 8
By Bob Fabel

50 (0-7)
Keith Adams Act
Trevor York KTM
Austin Sheen Hus
Zachary Cochran KTM
Weslee Valerio Yam
50 (8+)
Kyle Mason KTM
Jarrod Spano KTM
Jared Grosskopf Lem
Monica Hibdon KTM
Myles Bean Lem
60 (0-9)
Tyler York Kaw
Kyle O'Brien Kaw
Ryan Toomey Kaw
Keith Adams Kaw
J.J. Brown Kaw
60 (9+)
Pat Diehl Kaw
Chris Walton Kaw
Kyle Churchley Hon
Jeremy Barrett Kaw
80 BEG
Brandon Johnstone Kaw
Kyle O'Brien Hon
Joshua Gassin Yam
Ryan Toomey Kaw
Dani Rosenquist Hon
80 JR
J.L. Bitz Yam
Cooper Munson Hon
Logan Foster Yam
Justin Soule Yam
Dave Hamel Hon
80 INT
Nick Baugh Kaw
125 BEG
Jesse Kindle Suz
John McManus Hon
Brian Smith Hon
Brent Blumenthal Hon
Kyle Hess Yam
125 JR D-1
Bobby Garrison Hon
Chad Griffin Suz
Robby Altizer Kaw
Frank Homen Hon
Justin Pesero Kaw
125 JR D-2
Justin Phillipson Hon
Josh Ferguson Hon
Josh Peterson Hon
Stephen Payne Suz
Matt Hinkle Yam
125 INT
Greg Garrison Hon
Greg Yamas Hon
Bobby Dennis Yam
125 EX
Tommy Jean Yam
250 BEG
Anthony Pulera Yam
Rod Townson Yam
Chris Christian Kaw
Tim Greene Hon
Robert Guillen Hon
250 JR
Blaine Willis Hon
Jason Alosi Hon
Dan Duvall Hon
Chip Lancaster Suz
Frank Homen Hon
250 INT
Chris Ponsock Kaw
Tim Walker Suz
250 PRO
Shane Esposito Kaw
Todd Davis Yam
25+ BEG
Darron Sturgeon Yam
James Rabyor Kaw
Tim Greene Hon
Robert Guillen Hon
25+ JR
Rod Provost Hon
Scott Churchley Hon
Wayne Humton Suz
Steve Wagner Hon
25+ INT
Chris Ponsock Kaw
Rich Barker Yam
Tim Walker Suz
30+ BEG
Kris Svenson Yam
Timothy Greene Hon
James Rabyor Kaw
Scott Henderson Yam
Scott Askins Hon
30+ JR
Rod Provost Hon
James Schatz Hon
Stephen Stattler Yam
Jere Bolin Yam
Anthony Pulera Hon
30+ INT
Cliff Walls Yam
Scott Churchley Hon
Scott Stromberg Yam
Jeff McCollum Hon
Tom Lynn Yam
30+ EX
Jeff Cloutier Suz
Mike McMurry Yam
Eric Schacht Yam
Richard Manschreck Hon
Gilbert Chick Hon
30+ PRO
Darryl Haney Suz
Tim Dyer Hon
Ty Erquiaga Hon
40+ JR
Mike Hamel Yam
Chris Merbach Kaw
Duane Quick Suz
40+ INT
Mike Spano Suz
Walt Olson Hon
Tom Garrison Hon
Stan Smith KTM
Ted Griffin Hon
40+ EX
Steve Law Kaw
Tim Dyer Hon
Tom Baugh Mai
Joe Inman Hon
WMN
Sarah Horn Hon
Chrystal Ponsock Suz
Dani Rosenquist Hon

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

DIRT BIKE

SENIOR/VET

Eastern National MX Championships

Saturday Sept. 18

9th ANNUAL Motocross

Come back to Racing the way it use to be!

WISECO

KLOTZ FMF SCOTT COMETIC Bogesen

High Point Raceway

Mt. Morris, PA

$1,500 Purse
+25 A & +30 A

1st OA	$250
2nd	$125
3rd	$100
4th	$75
5th	$60
6th	$50
7th	$40
8th	$30
9th	$20
10th	$10

Motocross Classes

Age 25+	A. B. and C
Age 30+	A. B. and C
Age 35+	A. B. and C
Age 40+	A. B. and C
Age 45+	
Age 50+	
Age 55+	
Four Stroke	
Vintage	pre 1990
Vintage	pre 1985
Vintage	pre 1975

PENNSYLVANIA AMA District 5 STATE CHAMPIONSHIPS

presented by: Racer Productions

All District 5 Classes, Motocross & Hare Scramble

Sunday, Sept. 19
High Point Raceway
MX & HS State Championship

Sunday, October 3
Steel City USA
MX State Championship

Sunday, October 17
Brownsville Luzerne Park
MX & HS State Championship

Manufacturers' Contingencies paid at all State Championships

Sunday, November 7
Steel City USA
MX Season Finale

304-284-0084
www.racerxill.com

AMA

What's happening? Cycle News Calendar.

sponsored by Motorcycle Stuff presented by

SUZUKI CONTINGENCY AVAILABLE

FOR MORE INFO CALL 901•642•0511

BLITZ-A-CROSS 99

LIGHTNING FAST MX 99

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SEPTEMBER 4TH-HENRY COUNTY FAIRGROUNDS
SEPTEMBER 11TH-DYERSBURG
SEPTEMBER 18TH-PARIS
OCTOBER 2ND-PARIS
OCTOBER 9TH-PARIS
FINAL EVENT AND BANQUET

GATES OPEN-11:00 A.M. PRE-PRACTICE-11:30 A.M. (ADDITIONAL COST) PRACTICE-3:00 P.M. QUALIFYING-5:30 P.M.

WWW.FESTIVALUSA.COM/STADIA-CROSS

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

FIM World Championship Road Racing Series
9/5 San Marino, Rnd 12
9/19 Valencia, Spain, Rnd 13
10/3 Phillip Island, Australia, Rnd 14
10/10 Welkom, South Africa, Rnd 15
10/24 Rio de Janeiro, Brazil, Rnd 16
10/31 Buenos Aires, Argentina, Rnd 17
Info: 011/41-22-950-9500

FIM World Superbike Series
9/5 Assen, Holland, Rnd 11
9/26 TBA, Rnd 12
10/10 Sugo, Japan, Rnd 13
Info: 011/41-22-950-9500

FIM 500cc World Championship Motocross Series
9/5 Lierop, Holland, Rnd 13

FIM 250cc World Championship Motocross Series
9/12 Budds Creek, MD, Rnd 15

FIM Motocross des Nations
9/26 Indaiatuba, Brazil

FIM World Individual Speedway C'ship Grand Prix Series
9/25 Vojens, Denmark, Rnd 6
10/10 Lonigo, Italy (Grand Prix Challenge)

FIM Trial World C'ship Series
9/4-5 Biasca, Switzerland
9/11-12 Lavarone, Italy
9/26 Ettelbruck-Warken, Luxembourg

FIM World Sidecar C'ship
9/5 Canada Heights, Great Britain
9/12 Tagerig, Switzerland

AMA MBNA Superbike Series
9/17-19 Fountain, CO, Rnd 12
Info: 614/856-1900

AMA Drag Specialties Grand National Dirt Track Series
9/5 Springfield, IL, Rnd 18
9/11 Dallas, TX, Rnd 19
9/18 Sacramento, CA, Rnd 20
10/2 Las Vegas, NV, Rnd 21
10/10 Del Mar, CA, Rnd 22
Info: 614/856-1900

AMA Mazda Trucks National Motocross Series
9/5 Delmont, PA, Rnd 12
Info: 614/856-1900

AMA Acerbis National Enduro Series
9/26 New Waverly, TX, Rnd 13
10/31 Delaware City, DE, Rnd 14
Info: 614/856-1900

AMA National Hare & Hound Series
10/9 Wendover, NV, Rnd 6
10/24 Lucerne Valley, CA, Rnd 7
Info: 614/856-1900

AMA National Hare Scrambles Series
10/3 Lynnville, IN, Rnd 9
Info: 614/856-1900

AMA Grand National Cross Country Series
9/25-26 Mount Morris, PA, Rnd 11
10/9-10 Lisbon, OH, Rnd 12
10/23-24 Crawfordsville, IN, Rnd 13
Info: 304/284-0084

AMA/District 36 Vintage/ Veteran Dirt Track Series
9/11 Lodi, CA, Rnds 42, 43
9/18 Lodi, CA, Rnds 44, 45
10/9 Lodi, CA, Rnds 46, 47
10/16 Lodi, CA, Rnds 48, 49
10/23 Lodi, CA, Rnds 50, 51
Info: 209/466-6781 or 209/883-0639

AMA/District 36 Amateur/ Youth Dirt Track Series
9/11 Lodi, CA, Rnds 42, 43
9/18 Lodi, CA, Rnds 44, 45
10/9 Lodi, CA, Rnds 46, 47
10/16 Lodi, CA, Rnds 48, 49
10/23 Lodi, CA, Rnds 50, 51
Info: 209/466-6781 or 209/883-0639 or 530/476-3001

AMA/District 37 Grand Prix Big 6 Series
10/2-3 Glen Helen, CA
11/6-7 Gorman, CA
Info: 562/423-1889 or 818/352-7085

AMA/District 37 Dual Sport Ride Series
9/25-26 Ridgecrest, CA
9/11-12 Bass Lake, CA
9/25-26 Ridgecrest, CA
10/3 San Bernardino, CA
10/9-11 Las Vegas, NV
10/16-17 Mesquite, NV*
10/30-31 El Centro, CA
11/6-7 Ridgecrest, CA
11/14 San Bernardino, CA
11/26-27 L.A.-Barstow to Vegas
12/26 Cantil, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

AMA Prostar National Drag Racing Series
9/10-12 Atco, NJ, Rnd 7
11/12-14 Gainesville, FL, Rnd 8
Info: 256/852-1101

AMA Prostar Regional Drag Racing Series
10/16-17 Houston, TX
Info: 256/852-1101

AMA Prostar West Drag Racing Series
10/9-10 Phoenix, AZ, Rnd 5
Info: 256/852-1101

AMA Texas Championship Hare Scrambles Series
9/19 Fort Hood, TX, Rnd 11
10/3 Altair, TX, Rnd 12
10/17 Rockne, TX, Rnd 13
11/7 Fort Hood, TX, Rnd 14
Info: 409/732-9171 or http://www.flash.net/~tchss.

AMA Georgia C'ship MX Series
9/12 Roberta, GA, Rnd 7
9/26 Macon, GA, Rnd 8
10/3 Reynolds, GA, Rnd 9
10/10 Roberta, GA, Rnd 10
10/24 Bremen, GA, Rnd 11
11/7 Dalton, GA, Rnd 12
Info: 912/788-0413 or 706/278-1620

AMA/District 7 Hare Scrambles Championship Series
10/10 Budds Creek, MD
Info: 410/792-7200

AMA Four Corners MX Series
9/5 Mancos, CO
9/26 Aztec, NM
10/10 Aztec, NM
Info: 800/720-MOTO or 970/533-9747

AMA Western Four-Stroke National MX Series
9/4-5 Albany, OR
9/18-19 Oklahoma City, OK
9/25-26 Lakewood, CO
10/23-24 Phoenix, AZ
Info: 503/708-8486 or 503/699-5935 or www.4strokenationals.com

AMA/District 25 Rocky Mountain MX Association
Summer Series
9/5 Craig, CO
9/12 Brush, CO
9/19 Milliken, CO*
10/2-3 Craig, CO*
* District 25 state championship series
Info: 303/271-0190 or www.rmxa.com

AMA/District 34 Family Motocross Series
9/5 Modena, NY
9/12 Claverack, NY
9/19 Walden, NY
9/26 Modena, NY
10/3 Modena, NY
10/10 Modena, NY
10/17 Walden, NY
10/24 Modena, NY
10/31 Walden, NY
11/7 Modena, NY
11/14 Modena, NY
Info: 518/828-6149

AMA Southern California MX Championship Series
9/5 Piru, CA, Rnd 10
Info: 805/589-9265

AMA Tecnosel Carolina Ultra MX Series
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

AMA Pro-Am Mega MX Series
9/5 London, KY, Rnd 12
9/12 Blountville, TN, Rnd 13
9/25-26 Pigeon Forge, TN, Rnd 14
10/3 London, KY, Rnd 15
10/15-17 Blountville, TN, Rnd 16
Info: 423/323-5497

AMA/Suzuki Dual Sport Trail Ride Series
9/11-12 Golden Pond, KY
9/18-19 Waynesburg, PA
9/25-26 Columbus, IN
10/2-3 Woodstock, VA
10/9-10 Angels Camp, CA
10/16-17 McArthur, OH
10/16-17 Mesquite, NV
10/23-24 Saucier, MS
10/30-31 Terlingua, TX
11/26-27 Los Angeles, CA
Info: 614/856-1900

AMA U.S. Eastern Motocross Fall Series
9/5 Dillwyn, VA
9/18 Danville, VA
9/26 East Bend, NC
10/3 Reidsville, NC
10/10 Elizabeth City, NC
10/17 Sanford, NC
10/24 Danville, VA
10/31 Axton, VA
11/7 Dillwyn, VA
Info: 804/724-4392

AMA Southern Dirt Track Series GFTL
9/17-18 Penton, AL
10/16 Danielsville, GA
11/13-14 Macon, GA
Info: 770/962-7888 or 770/339-3997

AMA Pro-Circuit Texas/ Oklahoma C'ship Series
9/4-5 Whitney, TX, Rnd 2
9/18-19 Stillwater, OK, Rnd 3
10/16-17 Greenville, TX, Rnd 4
11/13-14 Fort Worth, TX, Rnd 5
Info: 903/882-4215

Sound of Thunder Four-Stroke MX Series
Final Event
9/11-12 Donner Ranch, Lake Tahoe, CA
Info: 530/221-0912

SERA Hare Scrambles Series
9/25 Hattiesburg, MS
10/10 Fort Polk, LA
10/24 Andalusia, AL
11/21 Meridian, MS
1/2 Saucier, MS
1/16 Maplesville, AL
2/6 Meridian, MS
Info: 601/763-7427

SERA Enduro Series
9/12 Rockford, AL
9/26 Hattiesburg, MS
11/7 Maplesville, AL
Info: 205/980-5191

AHRMA/Progressive Suspension Historic Cup Road Race Series
9/18 Park City, UT
10/2-3 Talladega, AL
10/23-24 Kershaw, SC
Info: 715/842-9699

AHRMA/Speed & Sport Vintage Motocross Series
9/19 Park City, UT
9/25 Peoria, IL
10/17 Hollister, CA
11/7 Tulare, CA
Info: 715/842-9699

AHRMA/Classic Bike Magazine Dirt Track Series
9/4 Castle Rock, WA
9/10 Lavonia, GA
9/11 Savannah, GA
9/17 Heber, UT
9/24 Peoria, IL
9/26 Peoria, IL
10/9 Del Mar, CA
Info: 715/842-9699

AHRMA/Speed & Sport Vintage Trials Series
9/16 Park City, UT
9/26 Peoria, IL
10/2 Dickson, TN
10/9 White City, IL
10/16 Hollister, CA
10/30 Monroe, GA
Info: 715/842-9699

AHRMA National GP Series
10/3 San Bernardino, CA
10/10 White City, IL
10/24 Casey, IL
12/19 Brentwood, CA
Info: 715/842-9699

AHRMA Dixie Cup Regional Road Race Series
10/2-3 Talladega, AL
10/23-24 Kershaw, SC

AHRMA Pacific Crown Regional Road Race Series
9/18 Park City, UT

AHRMA Mid-Atlantic Vintage Motocross Series
10/17 Elizabeth, NC
Info: 703/707-8692 or www.vintagemx.com

AHRMA Midwest Regional Motocross Series
9/11 Lamoni, IA
9/25 Peoria, IL
10/2 Denmark, WI
10/23 Casey, IL
Info: 515/253-0190 or braken@worldnet.att.net

AHRMA Northwest Regional Motocross Series
10/3 Madras, OR
10/17 Hollister, CA
11/7 Tulare, CA
Info: 408/663-4014 or mlight@mbay.net

AHRMA Northwest Lumberjack Motocross Series
10/3 Madras, OR
Info: 408/663-4014 or mlight@mbay.net

AHRMA Southeast Regional Motocross Series
9/19 Macon, GA
10/31 Edgefield, SC
11/14 Reddick, FL
Info: 770/979-8310 or kavula_m@mercer.edu

AHRMA Southeast Regional Trials Series
9/18 Macon, GA
10/2-3 Dickson, TN
10/31 Monroe, GA
Info: 334/826-1969

AHRMA H&H KTM Southeast GP Series
9/18 Macon, GA
10/3 Lookout Mountain, GA
Info: 770/979-8310 or kavula_m@mercer.edu

AHRMA Southwest Regional Motocross Series
9/12 Gorman, CA
10/3 Perris, CA
11/7 Tulare, CA
11/21 Phoenix, AZ
Info: 714/965-0660

AHRMA Western Regional Dirt Track Series
9/6 Lancaster, CA
10/2 Maderas, OR
10/8 Barona, CA
10/23-24 Tulare, CA
Info: 818/992-5343

AHRMA Western Regional Trials Series
9/16 Park City, UT
10/16 Hollister, CA
Info: 916/967-0262

AHRMA/Eldorado Cycle Midwest Trials Series
9/12 Bismark, MO
10/9 White City, IL
10/16 Jonesboro, IL
10/30 Marshfield, MO
Info: 417/859-4158

AHRMA Michigan MX Series
9/6 Millington, MI
9/19 Marlette, MI
10/3 Bloomingdale, MI
10/17 Buchanan, MI
Info: 248/620-1926

AHRMA Vintage MX Series
9/19 Hawk Point, MO
10/17 Jonesboro, IL
11/7 Greenwood, MO
Info: 816/767-8641

AHRMA VMX Northeast Regional MX Series
9/4 Englishtown, NJ
9/25 Binghamton, NY
10/9 Clifford, PA
10/23 Hawley, PA
Info: 914/429-9465 or www.vintagemx.com

AHRMA VMX Northeast Regional GP Series
9/12 Plymouth, PA
Info: 914/429-9465 or www.vintagemx.com

VDTRA/All-Stars Flat Track Racing Series
9/4 Casper, WY
9/5 Casper, WY
9/18 Ruidoso, NM
9/19 Ruidoso, NM
Info: 719/541-2741

Mid-East Hare Scrambles Series
9/19 Greer, SC
10/3 Belwood, NC
10/31 Morganton, NC
11/7 Grover, NC
Info: 704/937-9177 or 704/484-9000

Best In The Desert Racing Association Silver State Series
9/30-10/3 Las Vegas, NV, Rnd 4
12/3-5 Pahrump, NV, Rnd 5
Info: 702/457-5775 or www.bitd.com

District 36 Northern California Enduro Series
10/17 Stonyford, CA, Rnd 6
10/24 Elkins Flat, CA, Rnd 7
10/31 Redding, CA, Rnd 8
11/6 Upper Lake, CA, Rnd 9
11/14 Stonyford, CA, Rnd 10
Info: 925/458-9867

District 36 Family Enduro Series
11/7 Foresthill, CA, Rnd 2
11/21 Springs, CA, Rnd 3
Info: 925/458-9867

Mid-Atlantic Vintage Trials
9/12 Lock Haven, PA
10/3 Williamsport, PA
10/30 Middletown, PA
Info: 410/775-7209

100cc Vintage Flat Track Club Series
9/18 Thornville, OH
9/25 Thornville, OH
10/2 Thornville, OH
10/16 Thornville, OH
Info: 740/929-4229

STRA Championship Series
9/11-12 Gadsden, AL
10/2-3 Dickson, TN
10/9-10 Monroe, GA
10/23-24 Sequatchie, TN
11/6-7 Clermont, GA
12/4-5 Millerville, AL
Info: www.avana.net/~japi/stra/index.html

Budweiser ISRA Speedway Series
9/3 Spokane, WA
9/4 Salmon, ID
9/4 Plains, MT
9/10 Meridian, ID
9/19 Missoula, MT
9/24 Meridian, ID
10/1 Spokane, WA
10/3 Missoula, MT
Info: 208/756-2548 or 208/769-2005

KORR Hare Scrambles Series
9/12 Wichita, KS
10/3 Sterling, KS
11/14 Marion, KS
11/21 Wichita, KS
Info: 316/942-6527

KORR Fall Motocross Series
9/11 Wichita, KS
9/19 Marion, KS
9/26 Inman, KS
10/10 Wichita, KS
10/24 Marion, KS
11/7 Beaver, KS
12/12 Sterling, KS
Info: 316/942-6527

CMC Trans-Cal MX Nationals
South
9/26 Victorville, CA, Rnd 2
10/3 Palmdale, CA, Rnd 3
10/17 Piru, CA, Rnd 4
North
9/12 Livermore, CA, Rnd 4
Final Showdown
10/23-24 Marysville, CA
Info: 949/367-1141

KTMXA Motocross Series
9/4 Paris, TN
9/18 Paris, TN
9/26 Draffenville, KY
10/2 Paris, TN
10/10 Draffenville, KY
10/16 Murray, KY
10/24 Milan, TN
10/31 White Plains, KY
Info: 901/642-0511

The Motorcycle Stuff 9th Annual Tennessee State Stadia-Cross C'ship Series
9/4 Paris, TN
9/11 Dyersburg, TN
9/18 Paris, TN
10/2 Paris, TN
10/9 Paris, TN
Info: 901/642-0511

International Old-Timers Motocross Series
9/4-5 Fernley, NV, Rnd 8
9/18-19 Edmonton, AB, Canada, Rnd 9
10/30-31 Adelanto, CA, Rnd 10
Info: 253/840-0466 or www.seanet.com/~russr

North American Sport Bike Series
9/4-5 Loudon, NH
10/22-24 Daytona Beach, FL
Info: 828/684-4297

GFI Elsinore Grand Prix
11/13 Lake Elsinore, CA
11/14 Lake Elsinore, CA
Info: 909/653-4042

GFI Fall Motocross Series
9/12 Perris, CA
9/19 Moreno Valley, CA
9/26 San Bernardino, CA
10/10 Lake Elsinore, CA
10/24 San Bernardino, CA
Info: 909/653-4042

Northwest Regional MX Series
10/3 Madras, OR, Rnd 10
10/17 Hollister, CA, Rnd 11
11/7 Tulare, CA, Rnd 12
Info: 408/663-4014

Branson USA MX C'ship
10/1-3 Branson, MO
Info: 909/657-6834

La Playa MX Grand Prix Series
10/3 Rosarito, BC, Mexico, Rnd 4
12/5 Rosarito, BC, Mexico, Rnd 5
Info: 011/52-661-22525 or www.toomuchfun.com.mx

WERA National Endurance Road Race Series
9/4 Millington, TN, Rnd 8
9/19 College Station, TX, Rnd 9
9/25-26 Rosamond, CA, Rnd 10
TBA Braselton, GA, Rnd 11
Info: 770/924-8404

WERA National Challenge Road Race Series
9/3-5 Millington, TN, Rnd 8
9/17-19 College Station, TX, Rnd 9
Info: 770/924-8404

WERA Vintage Road Race Series
9/4-5 Garrettsville, OH*
9/18-19 Faulkville, GA
9/25-26 Mount Meridian, IN
10/6-10 Braselton, GA*
Info: 770/924-8404

WERA Sportsman Road Race Series
North Central
9/4-5 Garrettsville, OH
9/25-26 Mount Meridian, IN
Northeast
9/4-5 Garrettsville, OH
Mid-Central
9/3-5 Millington, TN
9/25-26 Mount Meridian, IN
South Central
9/17-19 College Station, TX
Southeast
9/18-19 Faulkville, GA
Info: 770/924-8404

NETRA C'ship Enduro Series
9/19 Windsor, MA
10/17 Chester, CT
10/31 Brimfield, MA
11/7 West Stafford, CT
11/14 Central Village, CT
Info: 860/875-5757

NETRA Championship Hare Scrambles Series
9/5 Uxbridge, MA
10/3 Sterling, CT
10/10 Assonet, MA
Info: 860/875-5757

NETRA Turkey Run Series
9/12 North Haverhill, NH
9/26 Wrentham, MA
10/10 Winchendon, MA
10/24 Central Village, CT
Info: 860/875-5757

NETRA Championship Junior Enduro Series
9/11 Mariden, CT
10/9 Assonet, MA
10/16 New Ashford, MA
10/30 Brimfield, MA
11/6 Winchendon, MA
Info: 860/875-5757

Carolina Ultra Series
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

Rocky Mountain Enduro Circuit Series
9/12 Cloudcroft, NM
11/14 Matador, TX
Info: 307/742-4136

Missouri State Motocross Championship Series
9/6 Hawk Point, MO
9/19 Springfield, MO
10/10 Merwin, MO
10/24 Columbia, MO
Info: 417/887-3524

Missouri Hare Scrambles Championship Series
9/19 Smithville, MO
10/10 Festus, MO
Info: 417/537-8406

Michigan State Fair Supercross Series
9/18 Muskegon, MI
9/20 Centerville, MI
Info: 616/924-5778

Missouri-Illinois Trials Association
9/12 Bismarck, MO

Sept. 10-12
35th Anniversary!
Orient Express
U.S. MOTORCYCLE NATIONALS
"Homecoming Event"
Top Fuel is Back!!!
Celebrating 10 Years!
PROSTAR AMA MOTORCYCLE Drag Racing
Fri. night spectators only $10
New Fri. Night Show
Wheelie Contest
Sat. Homecoming Party
Live Band
Philly's own Popular Request
★NEW Track Surface★
ATCO RACEWAY
Atco, NJ
Schedule of Events:
FRIDAY
Gates Open 11:00am
1st Rd. Pro Qualifying 3:00pm
2nd Rd. Pro Qualifying 8:00pm
SATURDAY
Gates Open 8:00am
3rd Rd. Pro Qualifying 11:30am
4th Rd. Pro Qualifying 3:00pm
SUNDAY
No Bike Started Before 9:00am
Gates Open 8:00am
Opening Ceremony 11:00am
1st Rd. Pro Eliminations 11:30am
General Admission:
ADULTS
$20 each day; $35 two-day; $40 three-day
JUNIORS (2-12yrs)
$5 each day
CHILDREN (under 2yrs)
FREE with paid adult admission
AMA (members & groups of 10)
$15 each day
FOR MORE INFORMATION:
Visit us on the web at:
www.amaprostar.com
or call
256/852.1101 (Prostar)
609/768.2167 (raceway)

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80 12-13
80 14-15
125 NOV C
250 NOV C
125 INT B
250 INT B
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$4,000.00 4-STROKE PRO PURSE PER EVENT
$3,000.00 250 PRO PURSE PER EVENT
$1,500.00 125 PRO SUPPORT PURSE PER EVENT

SCHEDULE

SEPT. 11-12 - BUDDS CREEK - 250 USGP
Budds Creek, MD • (301) 475-2000

SEPT. 18-19 - BIRCH CREEK MOTOSPORTS
Danville, VA • (804) 724-4392

SEPT. 25-26 - RED BUD TRACK N' TRAIL
Buchanan, MI • (616) 695-6405

OCT. 2-3 - DANIEL BOONE MX PARK
London, KY • (606) 877-1364

OCT. 9-10 - LINCOLN TRAILS MOTOSPORTS
Casey, IL • (217) 932-2041

Oct. 16-17 - MUDDY CREEK RACEWAY
Blountville, TN • (423) 323-5497

HUSQVARNA CONTINGENCY PROGRAM

CLASS	1st	2nd	3rd	4th	5th
4 Stroke Pro	$600	$400	$300	$200	$100
125 & 250 Pro	300	200	100		
4 Stroke Amateur	200	100	75		
A,B,C,& Vets Ama.	200	100	100		
All 50 Minis	100	50	50		
OVERALL CHAMPIONSHIP					
4 Stroke Pro	$3000	$2000	$1000		
250 Pro	2000	1000	500		
125 Pro	2000	1000	500		

NOTE: To qualify, you must ride a '98 or '99 model year Husqvarna motorcycle.

At Budds Creek, Fall Classic Classes 125-250 Pro will run on Saturday. • 4 Stroke National class will run in conjunction with the 250 USGP on Sunday. • 4 Stroke National Qualifiers will be held on Sunday morning.

• SATURDAY AMATEUR DAY •
SUNDAY NATIONAL WITH SUPPORT CLASSES & SELECTIVE ADDITIONAL AMATEUR CLASSES ON SUNDAY
• FACTORY CONTINGENCIES •

Southwest Vintage Racing Group

SVRG MX Series
Round 7
Sunday, August 29, 1999
Gorman, CA

Gates open 6:30 a.m. - Practice and Racing Start Early
Vintage, Bomber and Modern - No Membership Required

Sunday, September 26 — LACR
*Sunday, October 31 — Glen Helen

*Final race, double points, CZ 250 prize to raffle winner

Information (760) 744-8052

STARWEST MOTOCROSS PARK
TWO TRACKS MAIN & PEE WEE

RACING
SAT. 9/4 SATURDAY NITE RACE
SAT. 9/11 SATURDAY NITE RACE
SAT. 9/18 SATURDAY NITE RACE

PRACTICE
TUES & THURS 4:30 - 9:30 PM MOTORCYCLES ONLY
WED - 4:30 - 9:30 PM MINIS ONLY
SAT 9 AM - 2 PM - ALL SIZE BIKES

PEE WEE TRACK OPEN DURING ALL SESSIONS
On RAMONA EXPY 3 miles east of I-215
At the LAKE PERRIS FAIR GROUNDS
"CALIFORNIA'S HOTTEST NIGHT TRACK"
INFO: 909-943-4535 OR 909-657-8845

ZLT Racing PERRIS CALIFORNIA

Practice and Race Schedule for Perris Raceway

Tues.	Aug. 31	10-4 Open,	4-9 Minis Only
Wed.	Sept. 1	2:00 - 9:00	
Fri.	Sept. 3	4:00 - 9:00	
Sat.	Sept. 4	9:00 - 2:00	
Tues.	Sept. 7	10-4 Open,	4-9 Minis Only

New Pee Wee Track available.
All minors must be accompanied by a parent or notarized legal guardian.
* All dates subject to change. Call for more information. (909) 657-7441

Newly Designed MX Track

Sunrise Motorsports Park

•Bikes $10 - Race Cars $20
• & Pee-Wee tracks groomed daily
• Track, Pe-Wee Track & ¼ mile Oval
•Practice all tracks Sat & Sun 8-4
Monday 11-dusk

www.proride.com
e-mail: evergreen-plus@msn.com • Spectators always free

-Riverside Old Timers to host race on Sept. 11
Everyone invited to participate in open classes-

24 hour track info: 760.246.5140
1101 race rd., adelanto, ca

GFI RACING (909) 341-8002
A Rider for the Riders

Southern Region

Sun., Sep 12	GFI Fall Series Round 1	Perris
Sun., Sep 19	GFI Fall Series Round 2	Starwest
Sun., Sep 26	GFI Fall Series Round 3	Glen Helen

* Factory Contingencies

GFI Elsinore Grand Prix Entries Open August 23rd
Call GFI for More Information

GFI RACING
For More Info Call (209) 656-9682 or look us up at www.ampracing.com

Northern Region — Factory Contingency

Sun Sept. 5	GFI Fall Series Rd. 1	Hollister Hills GP Track	Hollister, CA
Sun Sept. 12	AMP/GFI MX all Sportsman	Hollister Hills GP Track	Hollister, CA
Sun Sept. 19	GFI Fall Series Rd. 2	Oatfield Raceway	Turlock, CA
Sun Sept. 26	GFI Fall Series Rd. 3	Oatfield Raceway	Turlock, CA
Sun Oct. 3	GFI Fall Series Rd. 4	Hollister Hills GP Track	Hollister, CA

cma 559/673-8080
WEDNESDAY NIGHT PRACTICE continues @ LITTLE OKIE, MADERA 5PM - 9PM

Sun., Sept.,12	CMA High Point Series	Hanford, CA
Sun., Sept.,19	CMA High Point Series	Tulare, CA
Sun., Sept.,26	CMA High Point Series	Hanford, CA
Sun., Oct., 3	CMA High Point Series	Tulare, CA

Saturday Practice before each event

CMC Racing 949/367-1141
Trans-Cal MX Nationals*:

Sun. Sep 12	Rnd 4N	Club Moto, Livermore, CA
Sun. Sep 26	Rnd 2S	Badlands Receway, Victorville, CA
Sun. Oct 3	Rnd 3S	L.A. County Raceway, Palmdale, CA
Sun. Oct 17	Rnd 4S	Perris Raceway, Perris, CA

*Contingency at selected events
Info: (949) 367-1141 or e-mail SPCMCMX@aol.com
"Race with the Best"

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

10/10 White City, IL
11/7 Oakdale, IL
Info: 618/362-6568

CMRRA 50cc/125cc C'ship Road Race Series
9/4-5 Rosamond, CA
10/3 Palomar, CA
11/6-7 Rosamond, CA
12/3-5 Rosamond, CA
Info: 909/674-5357

WSMC Road Race Series
9/18-19 Rosamond, CA, Rnd 9
10/16-17 Rosamond, CA, Rnd 10
11/20-21 Rosamond, CA, Rnd 11
12/18-19 Rosamond, CA, Rnd 12
Info: 805/256-1234

West Coast Vintage Flat Track Series
9/19 Sacramento, CA
Info: 661/268-0105

Galpin Ford Dual Sport Adventure Series
10/8-10 Mammoth Mountain, CA, Rnd 6
10/23-24 Hot Springs, CA, Rnd 7
11/21 Newhall, CA, Rnd 8
Info: 818/701-1913

Desert Challenge Bikes & ATV Series
9/5 Snowflake, AZ
10/17 Sierra Vista, AZ
11/21 Globe, AZ
Info: 602/971-3730

Trials Incorporated Championship Trials Series
9/18-19 Columbus, IN
10/3 Attica, IN
11/6-7 TBA
Info: 937/299-1501

STTARS Super TT American Racing Series
Triple Crown National Championship
12/11 Bakersfield, CA
Northwest
9/5 Hermiston, OR
Southwest
12/11 Bakersfield, CA
12/12 Buttonwillow, CA
Fall Stadium Series
9/4 Bakersfield, CA
10/15-16 Bakersfield, CA
10/23 Irwindale, CA
12/11 Bakersfield, CA
Info: 949/768-4626 or www.supertt.com

USCRA Vintage Series
9/6 Loudon, NH
9/27 Loudon, NH
Info: 603/226-5858 or uscra@aol.com

USRA Desert Series
10/9 Wendover, UT
11/6 Grand Junction, CO
Info: 801/569-1998

CCS/Florida State Motorcycle Roadracing Championship
9/25-26 West Palm Beach, FL
12/4-5 Homestead, FL*
*double points
Info: 828/684-4297 or www.ccsracing.com

CCS/Mid-American Motorcycle Roadracing Championship
9/25-26 South Beloit, IL*
*double points
Info: 828/684-4297 or www.ccsracing.com

CCS/Mid-Atlantic Motorcycle Roadracing Championship
9/4-5 Bloomingdale, GA
9/18-19 Summit Point, WV
11/6-7 Kershaw, SC*
*double points
Info: 828/684-4297 or www.ccsracing.com

CCS/New England Motorcycle Roadracing Championship
9/4-5 Loudon, NH
10/2-3 Loudon, NH
Info: 828/684-4297 or www.ccsracing.com

CCS/Southeastern U.S. Motorcycle Roadracing C'ship
9/4-5 Bloomingdale, GA
11/6-7 Kershaw, SC*
*double points
Info: 828/684-4297 or www.ccsracing.com

CCS/Southwestern U.S. Motorcycle Roadracing C'ship
9/4-5 Chandler, AZ
10/9-10 Chandler, AZ
11/6-7 Buttonwillow, CA*
12/4-5 Chandler, AZ*
*double points
Info: 828/684-4297 or www.ccsracing.com

CCS Race of Champions National Championship Finals
10/21-24 Daytona Beach, FL

North American Sport Bike Series
9/4-5 Loudon, NH
10/21-24 Daytona Beach, FL
Info: 828/684-4297

SRAC/Mazda Motocross Series
9/12 Cheyenne, WY
9/19 Colorado Springs, CO
Info: 307/638-2226

Sunshine State MX Championship Series
9/5 Dade City, FL
9/12 Ona, FL
Info: 352/242-2605

KB Racing Promotions NorCal Championship MX Series
9/10 Sacramento, CA
9/24 Sacramento, CA
10/8 Sacramento, CA
10/22 Sacramento, CA
Info: 916/682-6123 or www.jps.net/kbracing

California Cross Motocross Summer Series
9/5 Sacramento, CA
9/19 Sacramento, CA
Info: 916/782-8511 or www.californiacross.com

Meadowlark Motocross Series
9/6 Amherst, OH
Info: 216/988-3133 or 216/988-9100

Meadowlark Hare Scrambles Series
9/26 Amherst, OH
10/24 Amherst, OH
Info: 216/988-3133 or 216/988-9100

CMRA Endurance Road Racing Series
9/17-19 College Station, TX
Info: 281/342-9032

CMRA Road Racing Series
9/4-5 Calgary, AB, Canada, Rnd 5
Info: 403/272-7223

Southeastern Mini Roadracing Association Series
9/9 Concord, NC
10/17 Concord, NC
11/17 Concord, NC
Info: 704/932-6179 or 704/784-1767

MRAN Desert Series
9/18-19 Tonopah, NV
10/16-17 Jean, NV
10/30-31 Mercury, NV
11/20-21 Searchlight, NV
Info: 702/437-MRAN

Southern California Flat Track Championship Series
9/18 Temecula, CA
10/9 Del Mar, CA
10/23 Temecula, CA
11/21 Temecula, CA
Info: 619/277-1591

District 3 Eastern New York Sports Committee Dirt Track
9/4 Accord, NY
9/12 Schenectady, NY
9/18 Harpursville, NY
9/25 Harpursville, NY
9/26 Schenectady, NY
10/3 Harpursville, NY
10/10 Schenectady, NY
Info: 607/693-1031

Honda Hills Outlaw Short Track Series
9/18 Thornville, OH
9/25 Thornville, OH
10/2 Thornville,OH
10/16 Thornville, OH
Info: 740/323-3766

Southern Illinois Hare Scrambles Series
9/12 Fosterburg, IL
9/19 Jonesboro, IL
10/3 Belleville, IL
10/31 White City, IL
Info: 618/235-4777

Virginia Championship Hare Scrambles Series
9/19 Middlebrook, VA
9/26 Martinsville, VA
10/10 Newport News, VA
10/24 Dillwyn, VA
11/7 Surry, VA
Info: 757/255-4620 or 540/980-0591

ECEA C'ship Enduro Series
9/12 Shippensburg, PA
9/19 Brandonville, PA
9/26 New Lisbon, NJ
10/24 New Gretna, NJ
10/31 Delaware City, DE
Info: 717/865-0601

ECEA Championship Hare Scrambles Series
10/3 Belle Plain, NJ
10/10 Budds Creek, MD
10/17 Mauricetown, NJ
11/7 Warren Grove, NJ
11/14 New Lisbon, NJ
Info: 717/865-0601

ECEA Dual Sport Series
10/10 Indian Mills, NJ
11/21 Belle Plain, NJ
Info: 717/865-0601

Unlimited Sports Florida Gold Cup Series
9/19 Gainesville, FL
9/26 Reddick, FL
10/3 Ocala, FL
10/10 Dade City, FL
10/17 Okeechobee, FL
10/24 Gainesville, FL
Info: 904/935-6872

Unlimited Sports Florida Winter AM Series
1/1-2 Gainesville, FL
1/9 Reddick, FL
1/16 Ocala, FL
1/23 Dade City, FL
1/30 Gainesville, FL
Info: 904/935-6872

Unlimited Sports Winter National Olympics
11/22-27 Gainesville, FL
Info: 904/935-6872

SEPTEMBER

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

OCTOBER

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

*Denotes Pro Payback

Thurs, Sept 2

* ILLINOIS DIRT TRACK - AMA, Missouri Mules Motor Club Pro-Am Short Track, Tri-City Speedway, Granite City. Info: 314/831-0977.

* OHIO MOTOCROSS - AMA, Richwood Fair, Richwood. Info: 740/756-1267.

Sept 3-5

* CALIFORNIA MOTOCROSS - CMMC, Mini Nationals, Barona Oaks Raceway, Ramona. Info: 760/752-8252.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/381-4001.

ILLINOIS MILE - Pistol Racing, Doppler Downs The Pistol Gardens, Springfield. Info: 217/527-1251 or 507/334-8243 or rgriz2@aol.com.

Fri, Sept 3

CALIFORNIA SPEEDWAY - AMA National Speedway Championship, American Motorcycle Association, Fast Fridays Speedway Racing, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or speedwaybikes.com.

IOWA MOTORCYCLE SHOW - J&P Promotions, 11th annual Antique Motorcycle Half Mile Flat Track Race, Mississippi Valley Fairgrounds, Davenport. Info: 319/462-6011.

MICHIGAN MOTOCROSS - Milan Cycle City, night racing, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* OHIO MOTORCYCLE & QUAD RACE - CRA, Wayne County Speedway, Orrville. Info: 330/948-4613 or www.waynecountyspeedway.com.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

WASHINGTON SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Spokane. Info: 208/756-2548 or 208/769-2005.

Sept 4-5

ALABAMA OPEN TRACK DAYS - Club PCS, Talladega Gran Prix Raceway, Talladega. Info: 904/253-2189 or www.pcsdaytona.com/clubpcs.htm.

* KANSAS ARENACROSS - AMA, Checkered Flag Productions, Finney County Fairgrounds, Garden City. Info: 940/683-4742.

* KENTUCKY MOTOCROSS - Pro-Am Series, Victory Sports, Rnd 12, AMA, United States Mega Series, Daniel Boone MX, London. Info: 423/323-5497 or www.victory-sports.com.

NEVADA MOTOCROSS - International Old-timers MX, Nevada Old-timers. Info: 253/840-0466 or www.seanet.com/~russr.

Sept 4-6

* KANSAS MOTOCROSS - Dunlop Challenge, Dragoon Creek MX Park, Lyndon. Info: 785/842-8272 or 828-3100.

Sat, Sept 4

* CALIFORNIA SPEEDWAY - Cycleland Speedway, Chico. Info: 530/342-0063.

CALIFORNIA MOTOCROSS - Intermountain Moto-sports, permanent Track in McArthur. Info: 530/294-5202.

* CALIFORNIA SUPER TT - STTARS Super TT Fall Stadium Series, Rnd 1, Mesa Marin Speedway, Bakersfield. Info: 949/768-4626 or www.supertt.com.

FLORIDA SHORT TRACK - FDTRA Series, Orange County Raceway. Info: 407/381-4001.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, night race, Fort Lauderdale. Info: 954/321-9422.

* FLORIDA MOTOCROSS - West Florida Motocross Park, night race, Milton. Info: 850/623-6038.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Salmon. Info: 208/756-2548 or 208/769-2005.

* INDIANA MOTOCROSS - AMA, District 15, Podium One Motoplex, Charlestown. Info: 812/256-5517 or podium/.com.

IOWA MOTOCROSS - Goat Eyewear contingency, SD/IA MX Series, Arthur. Info: 712/367-2331.

IOWA MOTOCROSS - AMA, MX Kingdom Inc., District 22, Dallas County Fairgrounds, Adel. Info: 515/285-6910.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

* KENTUCKY MOTOCROSS - Daniel Boone MX Park, London. Info: 606/877-1364 or www.mxaction.com.

MASSACHUSETTS TRAIL RIDE - New England Trail Ride Association, Nervous Novice Parent-Child, Uxbridge. Info: 860/875-5757.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MISSOURI MOTOCROSS - Challenge Trax, CT Fall Series, Rnd 1, Kingsville. Info: 816/779-5020.

MONTANA SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Plains. Info: 208/756-2548 or 208/769-2005.

NEW JERSEY MOTOCROSS - Raceway Park Motocross, 7th annual Vet and Vintage Reunion, Kessler Pro Suspension and Montgomeryville Cycle Center, in memory of Bruce Zimmermann. Info: 732/446-7800.

NEW JERSEY MOTOCROSS - AHRMA VMX Northeast Regional MX Series, Englishtown. Info: 914/429-9465 or www.vintagemx.com.

* NEW YORK STADIUMCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466 or www.frozen-ocean.com.

* NEW YORK SHORT TRACK - AMA, Outlaw Short Track, Accord Speedway, Accord. Info: 914/626-3478 or www.accordspdwy.com.

OHIO MOTOCROSS - Delta Raceway, night racing, Delta. Info: 419/822-3006 or 734/241-1600.

OHIO MOTOCROSS - Dirt County Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

* OHIO MOTOCROSS - CRA, Blendzall night, Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TENNESSEE ARENACROSS - Jamestown Motocross Park, Rnd 9, Jamestown. Info: 931/879-8557 or 879-7459.

* TENNESSEE STADIA-CROSS - KTMXA, Tennessee State C'ship Series, Henry County Fairgrounds, Motorcycle Stuff C'ship Series, Paris. Info: 901/642-0511.

TEXAS MOTOCROSS - Lake Whitney MX, Pro Circuit Series. Info: 254/694-4271.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

WYOMING FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, night race, Casper. Info: 719/541-2741.

Sept 5-6

* ILLINOIS DIRT TRACK TT - CI MC, AMA, District 17, Neoga. Info: 309/837-1974 or dirttrackd17dir@juno.com.

Sun, Sept 5

ARKANSAS MOTOCROSS - Rad Roosters MX, Prairie Grove. Info: 501/839-2962.

* ARKANSAS MOTOCROSS - Dirt Bike Mike Promotions, 3rd annual Labor Day Blowout, Cedar Hill MX, Magnolia. Info: 870/342-5373.

* CALIFORNIA MOTOCROSS - California Cross Summer Series, Hangtown National Track, Prairie City SVRA. Info: 916/782-8511 or www.californiacross.com.

CALIFORNIA MOTOCROSS - GFI Fall Series, Rnd 1, Hollister Hills GP Track, Hollister. Info: 209/656-9682 or www.ampracing.com.

COLORADO MOTOCROSS - High Desert Racing Club, AMA, District 45, Mancos. Info: 970/533-9747.

COLORADO MOTOCROSS - AMA, District 25, Rocky Mountain Motocross Association, Summer Series, Rnd 6, Yampa Valley, Craig. Info: 303/271-0190 or www.rmxa.com.

* DELAWARE SHORT TRACK - Delaware Motosports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 352/242-2605.

* GEORGIA MOTOCROSS - GMP Promotions, Aonia Pass Motocross, Washington. Info: 706/678-3737 or 334/277-2001.

IOWA MOTOCROSS - Goat Eyewear contingency, 4th annual Midwest Junior MX Championship, Truesdale. Info: 712/732-2460.

* KENTUCKY MOTOCROSS - Daniel Boone MX Park, Mega Series, London. Info: 606/877-1364 or www.mxaction.com.

MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MISSOURI MOTOCROSS - Buffalo MX. Info: 417/345-6981.

MISSOURI MOTOCROSS - Cycle World, AMA, District 18, Hawk Point. Info: 314/338-4090.

MISSOURI MOTOCROSS - Midwest Motorsports, AMA, District 18, Fall Series, Rnd 1, Kahoka. Info: 660/727-3301.

* NEW YORK MOTOCROSS - CNYMRA, AMA, District 3, Auburn. Info: 315/784-5466 or 784-5517.

* NEW YORK MOTOCROSS - Hunt Moto Park, 10th annual Scott USA Day, WNYMA, Robinson Road, Hunt. Info: 716/476-2697.

OHIO GRAND PRIX - Motocross Racing Association, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OHIO MOTOCROSS - AMA, Vinton Motocross Park, McArthur. Info: 740/756-1267.

* OKLAHOMA CROSS COUNTRY - Anadarko Charity Race, Oklahoma Cross Country Racing Association. Info: 405/390-5227 or members.aol.com/occra.

OREGON SUPER TT - STTARS Super TT American Racing Series, Northwest, Rnd 3, Race City USA, Hermiston. Info: 949/768-4626 or www.supertt.com.

PENNSYLVANIA MOTOCROSS - Pro MX National, Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

* PENNSYLVANIA SHORT TRACK - Shippenburg MC, Baer Racing, Shippensburg. Info: 717/796-0294.

TENNESSEE MOTOCROSS - Fort Campbell Motocross Club, Rnd 3, Clarksville. Info: 931/906-5598 or 931/552-3593.

* VIRGINIA MOTOCROSS - AMA, District 13, Rnd 1, U.S. Eastern MX Fall Series, Action Town USA MX Park, Dillwyn. Info: 804/724-4392.

* WYOMING MOTOCROSS - HPMA Series, Rnd 12, Laramie Dirt Riders Inc., Laramie MX Track, Laramie. Info: 307/261-3100.

WYOMING FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, day race, Casper. Info: 719/541-2741.

Mon, Sept 6

MICHIGAN MOTOCROSS - Baja Acres, Jon Houde Memorial Race, Vintage Series, AHRMA Race, Millington. Info: 517/871-3356.

MISSOURI MOTOCROSS - Cycle World, State Series, AMA, District 18, Hawk Point. Info: 314/338-4090.

MISSOURI MOTOCROSS - Midwest Motorsports, AMA, District 18, Fall Series, Rnd 2, Kahoka. Info: 660/727-3301.

* OHIO MOTOCROSS - Smith Road Raceway, Medina. Info: 330/725-8569.

OHIO MOTOCROSS - Amherst Motocross, Meadowlark, Amherst. Info: 216/988-3133 or 216/988-9100.

* OHIO MOTOCROSS - AMA, Vinton MX Park, McArthur. Info: 740/756-1267.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

Wed, Sept 8

GEORGIA MOTOCROSS - Monroe Off-Road Ranch, Suzuki Day, Monroe. Info: 770/267-7978 or 770/267-4828.

Thur, Sept 9

NORTH CAROLINA ROAD RACE - Southeastern Mini Roadracing Association, Concord Motor Speedway, Concord. Info: 704/932-6179 or 704/784-1767.

Sept 10-12

NEW JERSEY DRAG RACE - AMA, Prostar National Drag Racing Series, Orient Express Racing, U.S. Nationals, Rnd 7, Atco. Info: 256/852-1101.

Fri, Sept 10

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Fall Series, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Meridian. Info: 208/756-2548 or 208/769-2005.

MICHIGAN MOTOCROSS - Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

MINNISOTA DIRT TRACK - Badger Racing Association, Martin County Fairgrounds, Fairmont. Info: 920/699-3387.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* OHIO MOTORCYCLE & QUAD RACE - CRA, Wayne County Speedway, Orrville. Info: 330/948-4613 or www.waynecountyspeedway.com.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

OREGON SHORT TRACK - Pat's Acres Speedway, Canby. Info: 503/284-2989.

Sept 11-12

CALIFORNIA MINI ROAD RACE - Northern California Mini Road Racing Association, Prairie City SVRA, Sacramento. Info: 916/722-5517 or ncmrra@aol.com.

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Pee Wee Stk 4-6	125 Nov (C) Mod
Pee Wee Stk 7-8	125 Beginner
Pee Wee Mod 4-6	125 Open (Non Pro)
Pee Wee Mod 7-8	250 Pro (A)
65 Jr Cycle Stk 6-8	250 Inter (B) Stk
65 Jr Cycle Mod 6-8	250 Inter (B) Mod
65 Jr Cycle Stk 9-11	250 Nov (C) Stk
65 Jr Cycle Mod 9-11	250 Nov (C) Mod
85 Stk through 11	250 Beginner
85 Mod through 11	250 Open (Non Pro)
85 Stk 12-13	Plus 25 (A)
85 Mod 12-13	Plus 25 (B)
85 Stk 14-16	Plus 30 (A)
85 Mod 14-16	Plus 30 (B)
Super Mini Mod thru 16	Plus 35 (A)
125 Pro (A)	Plus 35 (B)
125 Inter (B) Stk	Plus 40
125 Inter (B) Mod	

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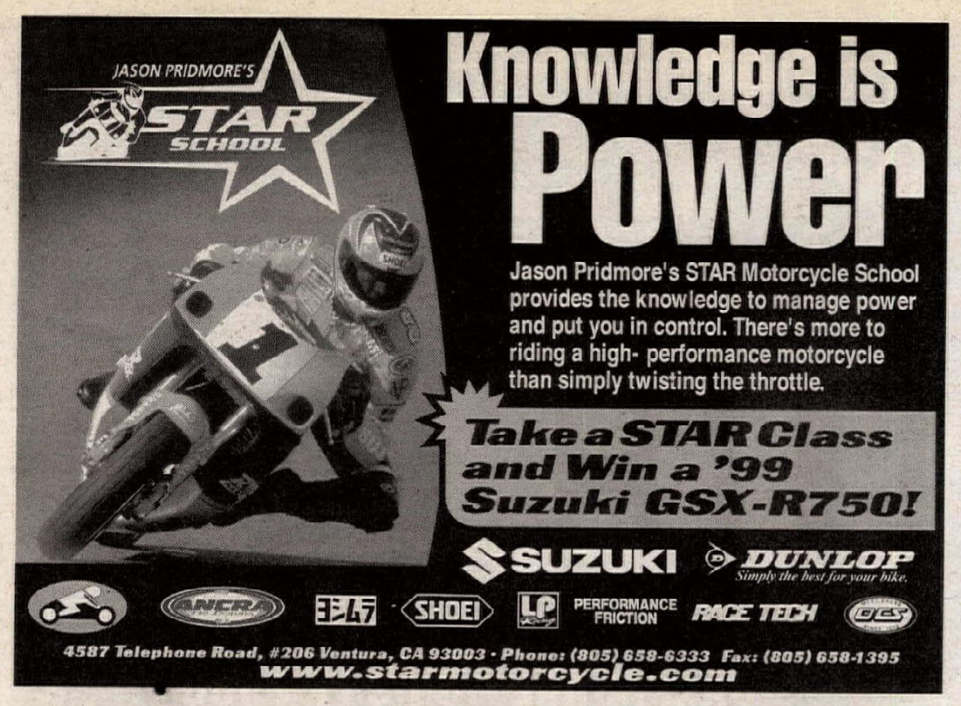

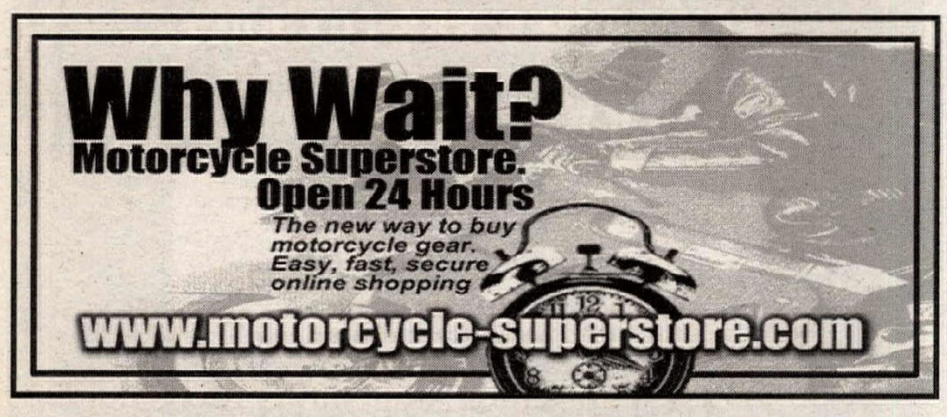

APRIL 10 - OCTOBER 2

No Racing • Labor Day	Sept. 4
Freestyle Jump Contest	Sept. 11
Legends of Speedway	Sept. 18
Season Finale	Sept. 25
COORS LIGHT U.S. NATIONAL CHAMPIONSHIP	Oct. 2

INTERNATIONAL Speedway

SATURDAY NIGHTS
April Thru September

GATES OPEN 6:30pm
FIRST RACE 7:30pm

FOR TICKET INFORMATION, CALL 949/492-9933

CYCLE NEWS ON LINE
(click here)
www.cyclenews.com

1999 California CRC Race Schedule

100% PRO PAYBACK

Saturday	Sept. 4	Saturday Night Special	LACR
Monday	Sept. 6	Outlaw GP	LACR
Saturday	Sept. 11	Saturday Night Special	LACR
Saturday	Sept. 18	Saturday Night Special	LACR
Saturday	Sept. 25	Saturday Night Special	LACR

Wed. Practice May 12 to Sept. 29 • 4pm to 9pm
Fri. Practice May 28 to Sept. 24 • 4pm to 9pm
CRC Info (661) 272-8889
www.netport.com/lacr-crc

GLEN HELEN RACEWAY PARK
SAN BERNARDINO, CA
www.GlenHelen.com

CALL 24 HOURS FOR RACE & PRACTICE INFO (909) 880-3090

Thurs	Sep 2	MX Practice	8am till dusk
Sat	Sep 4	MX Practice	8am till 2pm
Sun	Sep 5	So. Cal. AMA MX Series Rd#1	Gates open 6am
Thurs	Sep 9	MX Practice	8am till dusk

COR Promotions Presents Inaugural IMS Pro Series 24 Hours of Glen Helen • Sept. 11-12

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for 1999 Racing Schedule

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CYCLE NEWS

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(909) 657-6782
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NORWALK, CA 90650
National Motosport Association

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

* CALIFORNIA MOTOCROSS - OTHG National Championship, Rnd 4, Hollister Hills MX, Hollister. Info: 209/839-9332 or www.othg.com.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Out There, Mariposa Lodge, Mariposa. Info: 760/377-1179 or www.district37ama.org.

CANADA TRAIL RIDE AND DUAL SPORT - Blair Sharpless and Company, Calabogie, Ontario. Info: 905/666-9734 or www.3sympatico.ca/bs-col.

* IDAHO MOTOCROSS - Idaho State Series, Owyhee Motorcycle Club, Boise. Info: 208/922-3353.

KENTUCKY DUAL SPORT & TRAIL RIDE - K-T Riders, Golden Pond. Info: 502/522-6624.

* TENNESSEE MOTOCROSS - Pro-Am Series, Victory Sports, AMA, United States Mega Series, Rnd 13, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or www.victory-sports.com.

Sat, Sept 11

ARKANSAS MOTOCROSS - Cleburn County Speedway, Heber Springs. Info: 501/362-6325.

CALIFORNIA SPEEDWAY - Freestyle Jump Contest, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933.

CALIFORNIA SHORT TRACK AND TT - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

* CALIFORNIA SPEEDWAY - Speedway Motorcycle Races, Cycleland Speedway, Chico. Info: 530/342-0063.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Sunrise Raceway, Adelanto. Info: 714/996-8327.

CONNECTICUT TRAIL RIDE - New England Trail Rider Association, Nervous Novice, Parent-Child, Meriden. Info: 860/875-5757.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, night race, Fort Lauderdale. Info: 954/321-9422.

* GEORGIA SUPERCROSS - Outback Range & Recreational Center, Mitchell Run Track, Hazlehurst. Info: 912/375-0765.

* GEORGIA SUPERCROSS - Georgia Triple Cross Fall Series, Rnd 3, Bremen Race Park, Bremen. Info: 770/941-8464 or 770/537-0219.

* ILLINOIS SHORT TRACK - Lamoine Ramblers, AMA, District 17, Macomb. Info: 309/837-1974 or dirttrackd17dir@juno.com.

* IOWA DIRT TRACK - Badger Racing Association, Kossoth Fairgrounds, Algona. Info: 920/699-3387.

KANSAS MOTOCROSS - Whoopmaster Jeeps, KORR MX Fall Series, Rnd 5, Wichita. Info: 316/684-7400.

* KENTUCKY TT - Paducah Dirt Riders, County Park Lane, Paducah. Info: 502/444-6438.

* MARYLAND MOTOCROSS AND HARE SCRAMBLES - AMA, District 7, USGP Amateur Day, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

MISSOURI MOTOCROSS - Sprout Patch MX, Billings. Info: 417/744-2593.

MISSOURI MOTOCROSS - Challenge Trax, CT Fall Series, Rnd 2, Kingsville. Info: 816/779-5020.

NEBRASKA SHORT TRACK - Norfolk Short Track, Norfolk. Info: 402/887-5380.

* NEW YORK STADIUMCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-0466 or www.frozen-ocean.com.

* NEW YORK SHORT TRACK - Outlaw Short Track, Accord Speedway, Accord. Info: 914/626-3478 or www.accordspdwy.com.

* NORTH CAROLINA MOTOCROSS - NAME, night race, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

OHIO MOTOCROSS - Delta Raceway, night racing, Delta. Info: 419/822-3006 or 734/241-1600.

* OHIO STADIUM MOTOCROSS - CRA/Western Reserve Motorcycle Club, Salem. Info: 330/337-8077.

OHIO ROAD RACE - Ohio YSR League, Circleville Raceway Park, Circleville. Info: 614/755-2484 or oylers.home.mindspring.com.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* OKLAHOMA SHORT TRACK - Will Rogers Raceway, Claremore. Info: 918/343-3278 or 636-1352.

* OREGON SHORT TRACK - AMA, O'Brien Race Events, Madras Speedway, Madras. Info: 541/318-0493.

* TENNESSEE MOTOCROSS - Jamestown Motocross Park, Rnd 9, Jamestown. Info: 931/879-8557 or 879-7459.

TENNESSEE STADIA-CROSS - KTMXA, Motorcycle Stuff Championship Series, Dyer County Fairgrounds, Dyersburg. Info: 901/642-0511.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

* WISCONSIN SHORT TRACK - AMA, Aztalan Cycle Club, clubgrounds, Lake Mills. Info: 414/297-9367 or 353-5920.

* WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club, clubgrounds, Lake Mills. Info: 414/297-9367.

Sun, Sept 12

ALABAMA ENDURO - AMA, SERA, Rockford Men's Club, Rockford. Info: 334/567-3352.

* CALIFORNIA MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 4 North, Club Moto, Livermore. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - GFI Fall Series, Rnd 1, factory contingency, Perris Raceway, Perris. Info: 909/341-8002.

* CALIFORNIA MOTOCROSS - Salinas Valley Fair, 101 Bowl MX Track, King City. Info: 831/386-1813 or mxrott@inreach.com.

CALIFORNIA MOTOCROSS - CMA, Little Okie Fall Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - AMP/GFI Motocross all Sportsman Hollister Hills GP Track,

Hollister. Info: 209/656-9682 or www.ampracing.com.

CALIFORNIA HARE SCRAMBLES- AMA, District 37, Lost Coyotes MC, Searles Station Road, Red Mountain, Ridgecrest. Info: 661/951-7078 or www.district37ama.org.

COLORADO MOTOCROSS - AMA, District 25, Rocky Mountain Motocross Association, Summer Series, Rnd 7, Sweney Cycle Park, Brush. Info: 303/271-0190 or www.rmxa.com.

* DELAWARE SHORT TRACK - Delaware Motosports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 352/242-2605.

* GEORGIA MOTOCROSS - AMA, Georgia Championship Series, Dixie Motorcycle Inc., Hillbilly Hills MX, Roberta. Info: 912/788-0413.

* GEORGIA MOTOCROSS - CRC Inc., Camden Racing Complex, Woodbine. Info: 912/576-3000.

* ILLINOIS HARE SCRAMBLES - AMA, SOIL Hare Scrambles Series, Splinter Creek Dirt Riders Clubgrounds, Fosterburg. Info: 618/235-4777.

IOWA SWAP MEET AND HILLCLIMB - J&P Promotions, Anamosa. Info: 319/462-6011.

KANSAS HARE SCRAMBLES - Whoopmaster Jeeps, KORR Hare Scrambles Series, Rnd 6, Wichita. Info: 316/684-7400.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek MC Park, Mason Lane, Owenton. Info: 606/472-3442.

* MISSOURI MOTOCROSS - Fall Strack Series, Grain Valley MX Park, Grain Valley. Info: 816/331-6934.

MISSOURI MOTOCROSS - Possum Hollow MX, Halltown. Info: 417/581-1977.

MISSOURI MOTOCROSS - Finger Lakes State Park, AMA, District 18, Columbia. Info: 314/488-3174.

* NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801 or wsrmxpark@worldnet.att.com.

NEVADA GRAND PRIX - AMA, District 36, Reno-Fernley Raceway, Fernley. Info: 775/575-7217 or www.reno-fernleyraceway.com.

* NEW YORK MOTOCROSS - Northeast Classic, CNYMRA, AMA, District 3, Auburn. Info: 315/784-5466 or 784-5517.

NEW YORK POKER RUN - Lost Wheels Motorcycle Club, 24th annual Poker Run, AMA, Fishkill. Info: 914/724-3747.

NEW YORK MOTOCROSS - Claverack Motocross Club, Claverack. Info: 518/828-6149.

NEW YORK SHORT TRACK - Electric City Riders Dagostino Cup, Schenectady. Info: 518/399-8448.

* OHIO MOTOCROSS - Sunset Ramblers MC, Series Rnd 4, Galion. Info: 419/562-6931 or 562-7325.

OHIO MOTOCROSS - CRA, Ohio International Raceway, Ravenna. Info: 330/372-1011.

OHIO SHORT TRACK - Mansfield Motorcycle Club, Cookton Grange Road, Mansfield. Info: 419/524-2554.

OREGON SHORT TRACK - Pat's Acre's Speedway, Canby. Info: 503/284-2989.

PENNSYLVANIA TRIALS - Mid-Atlantic Vintage Trials Series, Lock Haven. Info: 410/775-7209.

PENNSYLVANIA POKER RUN - Pagoda Motorcycle Club, AMA, District 6, Birdsboro. Info: 610/582-3717.

PENNSYLVANIA GRAND PRIX - AHRMA VMX Northeast Regional GP Series, Plymouth. Info: 914/429-9465 or www.vintagemx.com.

* PENNSYLVANIA MOTOCROSS - Doublin Gap Motocross Park, Newburg. Info: 717/249-6036 or www.doublingap.com.

PENNSYLVANIA TT SCRAMBLES - AMA, Piston Poppers MC, Parkesburg. Info: 610/269-3661.

RHODE ISLAND TRIALS - New England Trials Association, Rhode Island Trials Club, Adler's Sand Pit, Chepachet. Info: 781/938-9298 or people.ne.media one.net/trials-neta/index.html.

SOUTH DAKOTA MOTOCROSS - SD/IA MX Series, Sioux Falls. Info: 605/361-2043.

TEXAS MOTOCROSS - Vintage Iron 6th annual Fall Series, Evo-Sports Inc., Village Creek MX, Fort Worth. Info: 281/265-1412.

* WASHINGTON MOTOCROSS - AMA, Ballzee Day, Washougal MX Park, Washougal. Info: 541/673-1671 or washougalmx.com.

* WASHINGTON MOTOCROSS - CMC, Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

* WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club, Senior MX, Lake Mills. Info: 414/297-9367.

* WYOMING MOTOCROSS - SRAC/Cheyenne Cycle Club, Cheyenne. Info: 303/988-7722 or 303/989-7436 or www.srac.org.

* WYOMING MOTOCROSS - HPMA Series, Rnd 13, Powder Basin Motocross Track, Gillette. Info: 307/261-3100.

Sept 13-18

PORTUGAL SIX DAYS ENDURO - FIM, Federacao de Motocicliano, Coimbra, Portugal Municipal Stadium, Coimbra. Info: 351-1-353-6690.

Wed, Sept 15

GEORGIA MOTOCROSS - Monroe Off-Road Ranch, KTM Day, Monroe. Info: 770/267-7978 or 770/267-4828.

* OHIO MOTOCROSS - AMA, Hocking County Fair, Logan. Info: 740/756-1267.

Thur, Sept 16

* IOWA MOTOCROSS - National Cattle Congress Grounds, night race, Waterloo. Info: 319/234-4375.

Sept 17 -18

ALABAMA DIRT TRACK - GFTL Racing, Penton. Info: 770/339-3997.

Sept 17-19

OREGON ROAD RACE - Oregon Motorcycle Roadracing Association, Endurance Race, Vintage Racing. Info: 503/221-1487.

Fri, Sept 17

MICHIGAN MOTOCROSS - Milan Cycle City, night racing, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* OHIO MOTORCYCLE & QUAD RACE - CRA, Wayne County Speedway, Orrville. Info: 330/948-4613 or www.waynecountyspeedway.com.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

OREGON SHORT TRACK - Pat's Acre's Speedway, Canby. Info: 503/284-2989.

WASHINGTON DIRT TRACK - Spokane Dirt Track Racing, Airway Heights ORV Park, Spokane. Info: 509/484-4844.

Sept 18-19

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

CANADA MOTOCROSS - International Old-timers MX, Alberta Old-timers. Info: 253/840-0466 or www.seanet.com/~russr.

FLORIDA DUAL SPORT - Tallahassee Trail Riders, Havana. Info: 850/539-5334.

INDIANA DRAG RACE - American Motorcycle Racing Association, 14th annual Indiana All- Harley Nationals, U.S. #41 Dragway, Morocco. Info: 317/422-8040.

MICHIGAN ROAD RACE - Great Lakes Road Racing Association, Rnd 9, Grattan. Info: www.glrra.com/schedule.htm.

* NEVADA MOTOCROSS - Rojo Productions/Suzuki RM Cup, Las Vegas Int'l Raceway, Las Vegas. Info: 909/657-6834.

* OHIO DIRT TRACK - Triangle MC, AMA Pro-Am, Carroll County Fairgrounds, Carrollton. Info: 740/382-6085.

OKLAHOMA MOTOCROSS - AMA Texas/Oklahoma Pro Circuit Regional MX, Cooperland Raceway, Stillwater. Info: 405/743-1515 or www.cooperland.com.

* VIRGINIA MOTOCROSS - AMA, District 13, Birch Creek Fall Classic Four Stroke National, Rnd 10 Ultra Series, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

WEST VIRGINIA DUAL SPORT & TRAIL RIDE - Racer Productions, Elizabeth. Info: 304/284-0084.

* WISCONSIN SHORT TRACK - AMA, Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367 or 353-5920.

Sat, Sept 18

CALIFORNIA SPEEDWAY - Legends of Speedway, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933.

CALIFORNIA SHORT TRACK AND TT - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

CALIFORNIA MOTOCROSS - REM Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA FLAT TRACK - Southern California Flat Track Championship Series, San Diego Flat Track Association Inc., Temecula. Info: 619/277-1591 or tritt@pacbell.net.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/381-4001.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, night race, Fort Lauderdale. Info: 954/321-9422.

* FLORIDA MOTOCROSS - West Florida Motocross Park, night race, Milton. Info: 850/623-6038.

* ILLINOIS HALF MILE - Prairie Thunder MC, AMA, District 17, Menard County Fairgrounds, Petersburg. Info: 309/538-4602 or dirttrackd17dir@juno.com.

* ILLINOIS SUPERCROSS - Henry County Supercross, night race, Henry County Fairgrounds, Cambridge. Info: 309/792-5813 or 309/792-8776.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

* KENTUCKY MOTOCROSS - Daniel Boone Motocross Park, night race, London. Info: 606/877-1364 or www.mxaction.com.

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, Muskegon County Fair, Muskegon. Info: 616/924-5778.

MISSOURI MOTOCROSS - Challenge Trax, CT Fall Series, Rnd 3, Kingsville. Info: 816/779-5020.

NEW MEXICO FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, day race, Ruidoso. Info: 719/541-2741.

* NEW YORK SHORT TRACK - AMA, Square Deal Riders Motorcycle Club, night race, SDR Raceway, Harpursville. Info: 607/722-6195 or 607/693-2634.

OHIO MOTOCROSS - Delta Raceway, night racing, Delta. Info: 419/822-3006 or 734/241-1600.

OHIO MOTOCROSS - Dirt Country Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

OHIO SHORT TRACK - 100cc Vintage Flat Track Club, Thornville. Info: 740/929-4229.

* OHIO SHORT TRACK - Honda Hills, Honda Hills Road, Thornville. Info: 740/323-3766.

* OHIO MOTOCROSS - AMA, Guernsey County Fair, Old Washington. Info: 740/756-1267.

OKLAHOMA MOTOCROSS - Cooperland Raceway, Fall Classic, Stillwater. Info: 405/743-1515.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA SHORT TRACK - AMA, Armin Hostetter Trail-Way Speedway, Hanover. Info: 717/359-4310 or www.trail-wayspeedway.com.

PENNSYLVANIA MOTOCROSS - SR/Vet National, Racer Productions Inc., High Point Raceway, Mount Morris. Info: 304/284-0084.

PENNSYLVANIA MOTORCYCLE DRAG RACING - Orient Express Powersports, Superbike Mike/Billet Big Blocks, Numidia Raceway, New Buffalo. Info: 717/834-9291.

* TENNESSEE MOTOCROSS - Jamestown Motocross Park, Rnd 10, Jamestown. Info: 931/879-8552 or 879-7459.

TENNESSEE STADIA-CROSS - KTMXA, Henry County Fairgrounds, Motorcycle Stuff Championship Series, Paris. Info: 901/642-0511.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

* VIRGINIA MOTOCROSS - AMA, District 13, Birch Creek Motorsports, Rnd 2, U.S. Eastern Fall Series, Danville. Info: 804/724-4392.

Sun, Sept 19

ARKANSAS MOTOCROSS - Rad Roosters MX, Prairie Grove. Info: 501/839-2962.

ARKANSAS HARE SCRAMBLES - Arkansas Hare Scrambles Series, Bee Branch. Info: ahscs@earthlink.net.

CALIFORNIA FLAT TRACK - West Coast Vintage Flat Track Series, Cal-Expo Fairgrounds, Sacramento. Info: 661/268-0105.

* CALIFORNIA MOTOCROSS - California Cross Summer Series, Hangtown National Track, Prairie City SVRA. Info: 916/782-8511 or www.californiacross.com.

CALIFORNIA MOTOCROSS - GFI Fall Series, Rnd 2, factory contingency, Starwest. Info: 909/341-8002.

CALIFORNIA MOTOCROSS - CMA, Little Okie Fall Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - GFI Fall Series, Rnd 2, Oatfield Raceway, Turlock. Info: 209/656-9682 or www.ampracing.com.

CALIFORNIA ENDURO - AMA, District 37, Checkpoint Enduro MC, Pinnacles Staging Area, Lake Arrowhead. Info: 909/338-0311 or home.earthlink.net/~rlal/checkpoint.html.

COLORADO MOTOCROSS - AMA, District 25, State C'ship Series, Rnd 4, Rocky Mountain MX Association, Summer Series, Rnd 8, Two Rivers Racing, Milliken. Info: 303/271-0190 or www.rmxa.com.

* COLORADO MOTOCROSS - SRAC, Mazda MX Series, Sports Riders Association of Colorado, M&M Connections, Colorado Springs. Info: 303/988-7722 or 303/989-7436.

* DELAWARE SHORT TRACK - Delaware Motosports, Seaford Speedway, Seaford. Info: 302/422-8661.

* GEORGIA MOTOCROSS - District 9, Georgia Fall Series, Georgia Promoters Group, Paradise Off-Road Park, Macon. Info: 912/475-5711.

* ILLINOIS HARE SCRAMBLES - AMA, Soil Series, Little Egypt Off-Road MC, Jonesboro. Info: 618/252-2062.

* IOWA DIRT TRACK - Badger Racing Association, Van Buren County Fairgrounds, Keosauqua. Info: 920/699-3387.

KANSAS MOTOCROSS - Green Acres MX, KORR MX Fall Series, Rnd 6, Marion. Info: 316/382-2915.

MARYLAND MOTOCROSS - AMA, District 7, Antietam MC, Howell Road, Hagerstown. Info: 301/797-8686 or 797-1607 or members.aol.com/antietammc /index.html.

MICHIGAN HILLCLIMB - State Championship, Port Huron M/C Club, Port Huron. Info: 810/982-4894 or 810/982-6798.

* MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, Platte County Trailriders, Smithville. Info: 417/537-8406.

MISSOURI MOTOCROSS - Buffalo MX. Info: 417/345-6981.

MISSOURI MOTOCROSS - Possum Hollow MX, Missouri State Series, Rnd 6, Halltown. Info: 417/581-1977.

MISSOURI MOTOCROSS - Wide-Open Moto-Park, Lebanon. Info: 417/588-9777.

MISSOURI MOTOCROSS - HLR Motorsports Park, AMA, District 18, Moberly. Info: 660/263-4296.

MONTANA SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Missoula. Info: 208/756-2548 or 208/769-2005.

NEBRASKA MOTOCROSS - Cornhusker MX Circuit, Alma. Info: 308/345-3744.

* NEVADA MOTOCROSS - Nevada State Championship Series, Rnd 8, Moto-X-West and Reno OTHG, Fernley International Raceway, Fernley. Info: 775/423-8226 or jaja@phonewave.net.

NEW MEXICO FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, day race, Ruidoso. Info: 719/541-2741.

OHIO POKER RUN - AMA, Dayton Motorcycle Club, Dayton. Info: 937/263-9321 or www.daytonmc.org.

OHIO MOTOCROSS - Sandusky Valley Riders MC, Tiffin. Info: 419/425-1515 or 734/241-1600.

OHIO HARE SCRAMBLES - CRA, Proffer Promotions, Cable Creek, Toronto. Info: 330/538-2220.

* OHIO MOTOCROSS - CRA, Fox Racing Day, Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OKLAHOMA CROSS COUNTRY - Oklahoma Cross Country Racing Association, Rosedale. Info: 405/390-5227 or members.aol.com/occra.

PENNSYLVANIA MOTOCROSS - District 5 State Championship, Racer Productions Inc., High Point Raceway, Mt. Morris. Info: 304/284-0084.

PENNSYLVANIA HARE SCRAMBLES - District 5 State Championship, Racer Productions Inc., High Point Raceway, Mount Morris. Info: 304/284-0084.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

SOUTH CAROLINA HARE SCRAMBLES - Mid-East Hare Scramble, State Line Motorcycle Club, Red Hollow, Greer. Info: 704/937-9177 or 704/484-9000.

* SOUTH CAROLINA CROSS COUNTRY - Carolina Cross Country Series, Foreston. Info: 843/558-3031.

SOUTH CAROLINA HARE SCRAMBLES - SETRA, Rnd 1, MSR, Battery Park, Hemingway. Info: 843/558-3031.

SOUTH DAKOTA MOTOCROSS - Goat Eyewear contingency, SD/IA MX Series, Yankton. Info: 605/665-9121.

TENNESSEE MOTOCROSS - Fort Campbell Motocross Club, Rnd 4, Clarksville. Info: 931/906-5598 or 931/552-3593.

* VIRGINIA MOTOCROSS - AMA, District 13, Fall Classic Four Stroke National, Rnd 10 Ultra Series, Birch Creek Motorsports, Danville. Info: 804/724-4392.

* VIRGINIA MOTOCROSS - Victory Sports, AMA, Carolina Ultra Series, Rnd 10, Birch Creek MX, Danville. Info: 423/323-5497.

* WASHINGTON MOTOCROSS - CMC, Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

* WISCONSIN MOTOCROSS - AMA, Triplecross, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

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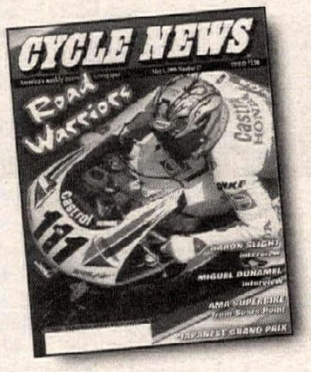

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RACING ON THE TUBE
SEPTEMBER BROADCASTS

DATE	TIME	EVENT	NETWORK
9/2/99	6:30 PM	MotoWorld	ESPN2
9/2/99	7:00 PM	Bike Week - Dave Despain, host	Speed
9/3/99	3:00 AM	MotoWorld (R)	ESPN2
9/3/99	5:30 AM	MotoWorld (R)	ESPN2
9/3/99	8:00 PM	FIM World GP 125 Czech Republic	Speed
9/5/99	9:00 PM	FIM World Superbike Netherlands (Same Day Delay)	Speed
9/5/99	10:00 PM	FIM World GP 500 City of Imola (Same Day Delay)	Speed
9/7/99	7:30 PM	Motorcyclist, Dave Despain, host	Speed
9/7/99	8:00 PM	Canadian Superbike C'ship - St. Felicien	Speed
9/7/99	9:00 PM	FIM World GP 250 - City of Imola	Speed
9/9/99	5:00 AM	MotoWorld (R)	ESPN2
9/9/99	6:30 PM	MotoWorld (R)	ESPN2
9/9/99	7:00 PM	Bike Week - Dave Despain, host	Speed
9/10/99	2:00 AM	MotoWorld (R)	ESPN2
9/14/99	7:00 PM	American Thunder John Butera/Laughlin River Run	Speed
9/14/99	8:00 PM	AMA 75th Anniv. The Glory Days & The Era of Isolation	Speed
9/14/99	10:00 PM	FIM World Supersport - Austria	Speed
9/16/99	6:30 PM	MotoWorld	ESPN2
9/16/99	7:00 PM	Bike Week - Dave Despain, host	Speed
9/16/99	10:00 PM	AMA Motocorss - Binghamton, NY	ESPN2
9/17/99	10:00 PM	FIM World GP 125 - City of Imola	Speed
9/18/99	3:00 AM	MotoWorld (R)	ESPN2
9/19/99	4:00 PM	AMA Superbike - Pikes Peak (Live)	peed
9/19/99	9:00 PM	FIM World GP 250 Valencia, Spain (Same Day Delay)	Speed

All times shown are Eastern. ESPN2 and Speedvision listed above.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Mon, Sept 20

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, St. Joseph County Fair, Centerville. Info: 616/924-5778.

* OHIO MOTOCROSS - AMA, Tuscarawas County Fair, Dover. Info: 740/756-1267.

Wed, Sept 22

GEORGIA MOTOCROSS - Monroe Off-Road Ranch, Yamaha Day, Monroe. Info: 770/267-7978 or 770/267-4828.

OHIO MOTOCROSS - CRA Fall Series MX, Amherst. Info: 440/988-3133 or 440/988-9100.

Thur, Sept 23

WASHINGTON DIRT TRACK - Playfair, Joe Kopp Challenge AMA/Vintage, night race, Spokane. Info: 509/489-5023.

Fri, Sept 24

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Fall Series, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

* CALIFORNIA SPEEDWAY - Speedway Motorcycle Races, Cycleland Speedway, Chico. Info: 530/342-0063.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Meridian. Info: 208/756-2548 or 208/769-2005.

MICHIGAN MOTOCROSS - Milan Cycle City, night racing, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* OHIO MOTORCYCLE & QUAD RACE - CRA, Wayne County Speedway, Orrville. Info: 330/948-4613 or www.waynecountyspeedway.com.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

OREGON SHORT TRACK - Pat's Acres Speedway, Canby. Info: 503/284-2989.

WASHINGTON DIRT TRACK - Playfair, AMA Hot Shoe National, night race, Spokane. Info: 509/489-5023.

Sept 25-26

ARIZONA DUAL SPORT - AMA, Desert Motorcycle Promotions, Prescott Valley, Prescott. Info: 623/465-0759 or desertmc1@aol.com.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Countdown, Motel 6, Ridgecrest. Info: 818/348-8381 or district37ama.org.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

INDIANA DUAL SPORT & TRAIL RIDE - Stoney Lonesome MC, Columbus. Info: 812/342-1150.

* TENNESSEE MOTOCROSS - Pro-Am Series, Rnd 14, AMA, Victory Sports, United States Mega Series, Smoke Mountain Express, Pigeon Forge. Info: 423/323-5497 or www.victory-sports.com.

Sat, Sept 25

ARKANSAS MOTOCROSS - Cleburn County Speedway, Heber Springs. Info: 501/362-6325.

CALIFORNIA SPEEDWAY - Times Orange County/Legal Rights Defenders Season Finale, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933.

CALIFORNIA MOTOCROSS - REM Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - CMC, Marysville MX, Riverfront Park, night race, Marysville. Info: 530/695-2727 or marysvillemx.com.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Glen Helen, San Bernardino. Info: 714/996-8327.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, night race, Fort Lauderdale. Info: 954/321-9422.

* IDAHO SHORT TRACK - Owyhee Motorcycle Club, OMC Club Grounds, Boise. Info: 208/922-3353.

* INDIANA MOTOCROSS - Steeltown MX Club, Chrisney City Park, Steeltown MX Park, Chrisney. Info: 812/925-8850 or 888/957-RACE or robin1grafix.com.

IOWA MOTOCROSS - AMA, MX Kingdom Inc., District 22, Fall Championship, Dallas County Fairgrounds, Adel. Info: 515/285-6910.

* IOWA MOTOCROSS - National Cattle Congress Grounds, night race, Waterloo. Info: 319/234-4375.

* KENTUCKY SHORT TRACK - Paducah Dirt Riders, County Park Lane, Paducah. Info: 502/444-6438.

MISSOURI MOTOCROSS - Sprout Patch MX, Billings. Info: 417/744-2593.

NEBRASKA SHORT TRACK - Norfolk Short Track, Norfolk. Info: 402/887-5380.

* NEW YORK MOTOCROSS - Broome-Tioga Sports Center Inc., AHRMA Vintage and Vet Championship, Binghamton. Info: 607/849-4438 or www.broome-tioga.com.

* NEW YORK SHORT TRACK - AMA, Square Deal Riders Motorcycle Club, SDR Raceway, Harpursville. Info: 607/722-6195 or 607/693-2634.

NEW YORK MOTOCROSS - AHRMA VMX Northeast Regional MX Series, Binghamton. Info: 914/429-9465 or www.vintagemx.com.

* NEW YORK SHORT TRACK - Outlaw Short Track, Accord Speedway, Accord. Info: 914/626-3478 or www.accordspdwy.com.

* NORTH CAROLINA MOTOCROSS - NAME, night race, Under The Lights Series, Rolling Hill Cycle Park, Reidsville. Info: 336/342-4492.

OHIO MOTOCROSS - Delta Raceway, night racing, Delta. Info: 734/439-7735 or 734/241-1600.

OHIO SHORT TRACK - 100cc Vintage Flat Track Club, Thornville. Info: 740/929-4229.

* OHIO SHORT TRACK - Honda Hills, Honda Hills Road, Thornville. Info: 740/323-3766.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA CROSS COUNTRY - Youth Bike Grand National Cross Country, Racer Productions, High Point Raceway, Mount Morris. Info: 304/284-0084.

SOUTH CAROLINA MOTOCROSS - District 9 & 29, Rnd 1, Georgia Series, Turkey Creek MX, Edgefield. Info: 803/637-3020.

* TENNESSEE ARENA CROSS - Jamestown Motocross Park, Rnd 10, Jamestown. Info: 931/879-8557 or 879-7459.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

* VIRGINIA SHORT TRACK - Virginia Outlaw Series, Lizard Ridge Raceway, Bedford. Info: 540/586-1824 or 540/464-4606.

Sun, Sept 26

ARKANSAS MOTOCROSS - Arkansas Motorsport Park, Donaldson. Info: 501/778-5712.

CALIFORNIA MOTOCROSS - Vintage Evolution MX, SVRG Series, LACR, Palmdale. Info: 760/744-8052.

CALIFORNIA GRAND PRIX - SRA GP, Competition Park, San Jacinto. Info: 714/957-2985.

CALIFORNIA MOTORCYCLE SHOW - Inter Shows Motorsport Promotions Inc., 6th annual All- American Motorcycle Show, Hidden Valley Park, Irvine. Info: 949/598-5121.

* CALIFORNIA MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 2 South, Badlands Raceway, Victorville. Info: 949/367-1141.

CALIFORNIA MOTOCROSS - GFI Fall Series, Rnd 3, Factory Contingency, Glen Helen Raceway, Glen Helen. Info: 909/341-8002.

* CALIFORNIA MOTOCROSS - Salinas Valley Fair, 101 Bowl MX Track, King City. Info: 831/386-1813 or mxrott@inreach.com.

CALIFORNIA MOTOCROSS - CMA, Little Okie Fall Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - GFI Fall Series, Rnd 3, Oatfield Race Way, Turlock. Info: 209/656-9682 or www.ampracing.com.

* COLORADO SUPERCROSS - SRAC Mazda SX Series, Sports Riders Association of Colorado, Colorado Motorsports Productions, Inc., Lakewood. Info: 303/988-7722 or 303/989-7436.

* DELAWARE SHORT TRACK - Delaware Motosports, Seaford Speedway, Seaford. Info: 302/422-8661.

* GEORGIA MOTOCROSS - Georgia Championship MX Series, AMA, Echeconee MX Club, Macon. Info: 788/788-8227.

ILLINOIS MOTORCYCLE SHOW - J&P Promotions, 13th annual Motorcycle Parts Extravaganza and Ride In Bike Show, Bell-Claire County Fairgrounds, Belleville. Info: 319/462-6011.

KANSAS MOTOCROSS - Inman MX, KORR MX Fall Series. Info: 316/585-2429.

MICHIGAN DIRT DRAGS - High Point Series, Port Huron M/C Club, Port Huron. Info: 810/982-4894 or 810/982-6798.

* MISSISSIPPI MOTOCROSS - MX 886, Pontotoc MX 886 Fall Championships, Pontotoc. Info: 662/489-8316.

MISSOURI MOTOCROSS - Midwest Motorsports, AMA, District 18, Fall Series, Rnd 3, Kahoka. Info: 660/727-3301.

* NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801 or wsrmxpark@worldnet.att.com.

NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Phillipsburg. Info: 308/345-3744.

NEW MEXICO MOTOCROSS - High Desert Racing Club, AMA, District 45, Aztec. Info: 970/533-9747.

* NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center Inc., New York State Championship, Binghamton. Info: 607/849-4438 or www.broome-tioga.com.

NEW YORK MOTOCROSS - WNYSC Silver Springs Racing, Rock Glen. Info: 716/786-2087 or members.xoom.com/ssmxracing.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13 & 29, US Eastern Motocross Fall Series, Rnd 3, East Bend Speedway, East Bend. Info: 336/699-3629.

OHIO HARE SCRAMBLES - Amherst Meadowlark CRA Hare Scrambles, Amherst. Info: 440/988-3133 or 440/988-9100.

OREGON SHORT TRACK - Pat's Acre's Speedway, Canby. Info: 503/284-2989.

PENNSYLVANIA CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., High Point Raceway, Mount Morris. Info: 304/284-0084.

* PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

PENNSYLVANIA MOTOCROSS - Pagoda Motorcycle Club, AMA, District 6, Birdsboro. Info: 610/582-3717.

* PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC, Pine Grove. Info: 570/345-6340 or 570/345-8734.

RHODE ISLAND TRIALS - New England Trials Association, Rhode Island Trials Club, Smith's Berry Farm, North Kingston. Info: 781/938-9298 or people.ne.media one.net/trials-neta/index.html.

TEXAS MOTOCROSS - Vintage Iron 6th annual Fall Series, Evo-Sports Inc., Swan MX, Tyler. Info: 281/265-1412.

* WASHINGTON MOTOCROSS - AMA, DeMarin Day, Washougal MX Park, Washougal. Info: 541/673-1671 or washougalmx.com.

WISCONSIN MOTOCROSS - AMA, District 16, Pine Ridge Raceway, Athelstane. Info: 920/434-7015.

Wed, Sept 29

GEORGIA MOTOCROSS - Monroe Off-Road Ranch, Honda Day, Monroe. Info: 770/267-7978 or 770/267-4828.

Sept 30-Oct 3

MISSOURI MOTOCROSS - Branson USA MX Championship. Info: 909/657-6834.

Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

Oct 1-3

* MISSOURI MOTOCROSS - Branson USA MX Nationals, Branson. Info: 909/657-6834 or www.branson.com.

Fri, Oct 1

* CALIFORNIA SPEEDWAY - Speedway Motorcycle Races, Cycleland Speedway, Chico. Info: 530/342-0063.

* OHIO MOTORCYCLE RACE - CRA, Wayne County Speedway, Orrville. Info: 330/948-4613 or www.waynecountyspeedway.com.

WASHINGTON SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series. Spokane. Info: 208/756-2548 or 208/769-2005.

Oct 2-3

CALIFORNIA CROSS COUNTRY - District 36, Bolado Park GP, Rnd 14, Tres Pinos. Info: www.ama-d36.org/Cals/99CcCal.html.

CALIFORNIA MINI ROAD RACE - Northern California Mini Road Racing Association, Prairie City SVRA, Sacramento. Info: 916/722-5517 or ncmrra@aol.com.

COLORADO MOTOCROSS - AMA, District 25 State Championship Series Finals, Rocky Mountain Motocross Association, Summer Series, Rnd 9, Yampa Valley, Craig. Info: 303/271-0190 or www.rmxa.com.

* KENTUCKY MOTOCROSS - Daniel Boone MX, Eastern 4-Stroke National, London. Info: 606/877-1364 or www.mxaction.com.

* KENTUCKY MOTOCROSS - Pro-Am Series, Victory Sports, Kentucky State Championship, AMA, United States Mega Series, Rnd 15, London. Info: 423/323-5497 or www.victory-sports.com.

* NEW JERSEY MOTOCROSS - 23rd annual Kawasaki Motocross Race of Champions, Raceway Park Motocross, Englishtown. Info: 732/446-7800.

* TENNESSEE SUPERCROSS - AMA, Full Throttle Racing Inc., Lebanon Tennessee Fairgrounds, Lebanon. Info: 615/255-5556.

TEXAS MOTOCROSS - Lake Whitney MX. Info: 254/694-4271.

VIRGINIA TRAIL RIDE - Northern Virginia Trail Riders, Woodstock. Info: 540/547-3317.

Sat, Oct 2

CALIFORNIA SPEEDWAY - Costa Mesa Speedway, Orange County Fairgrounds, night race, Coors Light U.S. National Championship, Costa Mesa. Info: 949/492-9933.

FLORIDA SHORT TRACK - Orange County Raceway, FDTRA Series, Orlando. Info: 407/869-5388 or 407/381-4001.

* FLORIDA MOTOCROSS - West Florida Motocross Park, night race, Milton. Info: 850/623-6038.

* KENTUCKY TT - Paducah Dirt Riders, County Park Lane, Paducah. Info: 502/444-6438.

MISSOURI MOTOCROSS - Sprout Patch MX, Billings. Info: 417/744-2593.

OHIO SHORT TRACK - 100cc Vintage Flat Track Club, Thornville. Info: 740/929-4229.

* OHIO SHORT TRACK - Honda Hills, Honda Hills Road, Thornville. Info: 740/323-3766.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* TENNESSEE ARENACROSS - Jamestown Motocross Park, Rnd 11, Jamestown. Info: 931/879-8557 or 879-7459.

* TENNESSEE STADIA-CROSS - KTMXA, Tennessee State Championship Series, Paris Dirttrackers Inc., Henry County Fairgrounds, Paris. Info: 901/642-0511 or www.festivalusa.com/arenacross.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

Sun, Oct 3

* CALIFORNIA MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 3 South, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - GFI Fall Series, Rnd 4, Hollister Hills GP Track, Hollister. Info: 209/656-9682 or www.ampracing.com.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, California Trail Rides, Cycle News Dual Sport Jamboree, KOA Campground, San Bernardino. Info: 714/992-9291 or district37ama.org.

CALIFORNIA HARE SCRAMBLES - Timekeepers MC, AMA, District 36, Metcalf County Cycle Park, San Jose. Info: 408/739-5762 or www.timekeepersmc.com.

* COLORADO MOTOCROSS - SRAC Mazda MX Series, Sports Riders Association of Colorado, Pueblo Motorsports, Inc., Pueblo. Info: 303/988-7722 or 303/989-7436.

* DELAWARE SHORT TRACK - Delaware Motosports, Seaford Speedway, Seaford. Info: 302/422-8661.

* GEORGIA MOTOCROSS - Georgia Championship MX Series, AMA, Dixie Motorcycle Sports, Silver Dollar MX, Reynolds. Info: 912/847-4673.

* ILLINOIS HARE SCRAMBLES - AMA, SOIL Series, Belleville Enduro Team, BET Club Grounds, Belleville. Info: 618/235-4777.

KANSAS HARE SCRAMBLES - Silver City MX, KORR Hare Scrambles Series, Sterling. Info: 316/278-2487.

MARYLAND MOTOCROSS - AMA, District 7, Antietam MC, Howell Road, Hagerstown. Info: 301/797-8686 or 797-1607 or members.aol.com/antietammc/index.html.

MEXICO MOTOCROSS - Too Much Fun Promotions, La Playa MX GP Series, Rnd 4, Rosarito, BC. Info: 011/52-661-2-2525 or www.toomuchfun.com.mx.

MISSOURI MOTOCROSS - Possum Hollow MX, Halltown. Info: 417/581-1977.

MISSOURI MOTOCROSS - Challenge Trax, CT Fall Series, Rnd 4, Kingsville. Info: 816/779-5020.

MISSOURI MOTOCROSS - Finger Lakes State Park, AMA, District 18, Columbia. Info: 314/488-3174.

MONTANA SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Missoula. Info: 208/756-2548 or 208/769-2005.

NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Friend, GNC Qualify. Info: 308/345-3744.

NEW YORK MOTOCROSS - Western New York Motocross Inc., Auburn. Info: 315/784-5466 or 784-5517 or www.frozenocean.com.

* NEW YORK SHORT TRACK - AMA, Square Deal Riders Motorcycle Club, SDR Raceway, Harpursville. Info: 607/722-6195 or 607/693-2634.

NORTH CAROLINA ENDURO - Carolina Enduro Series, Brown Mountain Lights Enduro, Lenior. Info: 843/558-3031.

* NORTH CAROLINA HARE SCRAMBLES - Mid-East Hare Scrambles, State Line Motorcycle Club, Belwood. Info: 704/937-9177 or 704/484-9000.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13 & 29, U.S. Eastern Motocross Fall Series, Rnd 4, Rolling Hills Cycle Park, Reidsville. Info: 336/342-9027.

* OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club Inc., Corky Wurster Memorial, Lisbon. Info: 330/482-2971 or 332-9465.

* OHIO MOTOCROSS - Sunset Ramblers MC, Galion. Info: 419/562-6931 or 562-7325.

OHIO ROAD RACE - Ohio YSR League, Circleville Raceway Park, Circleville. Info: 614/755-2484 or oylers.home.mindspring.com.

OHIO MOTOCROSS - Motocross Racing Association, Stars of Tomorrow Youth Championship, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

OHIO BIKE SHOW - ABATE of Ohio, Carlton HD, Mantua. Info: 330/425-7830.

* OHIO MOTOCROSS - AMA, Vinton Motocross Park, McArthur. Info: 740/756-1267.

PENNSYLVANIA SHORT TRACK - Pagoda Motorcycle Club, AMA, District 6, Birdsboro. Info: 610/582-3717.

* PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC, AMA, District 6, Pine Grove. Info: 570/345-6340.

PENNSYLVANIA MOTOCROSS - Bellco Inc., District 5 State Championship, Steel City USA, Delmont. Info: 304/284-0084.

PENNSYLVANIA TRIALS - Mid-Atlantic Vintage Trials Series, Williamsport. Info: 410/775-7209.

TENNESSEE MOTOCROSS - KTMXA, TNT MX Park, Milan. Info: 901/987-9633.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Website Address/URL: _____

Your name: _____

WANT ADS

HELP WANTED

Parts Manager Chicago Land
5 line 2,000+ unit store is seeking a high energy, experienced, team player. We need to provide our customers with acceptional quality, service and fun that keeps them coming back. Fantastic opportunity. Fax resume to Cathy Parrish at Banzai Motorsports (847)362-0436. IL

Ducati Service Master Technician
A leading Ducati dealer in the west coast with continuous growth and a big expansion program is looking for nothing but the best Ducati Service Technician in the country with a minimum of 5 years experience and very strong references to work at one of the best well equipped Ducati Service Department at the new state of the art facilities. Call George at Ducati Beverly Hills (310)360-0916. CA.

Mechanic Service Tech
Busy year round dealership needs experienced mechanic. Benefits. Marty's BMW. L.A. area. Call Mitch (310)320-7040. CA

Lead Tech Carrollton Kawasaki
Carrollton Kawasaki needs an experienced lead tech. Must have motorcycle, watercraft, ATV experience. Best pay, benefits and definitely the most fun work environment located in booming North Dallas, TX. Home of the factory Kawasaki Arenacross Team. getit@flash.net (800)4KX-WINS

Experienced Help Wanted
Connecticut multi-line Motorcycle/Watercraft dealership seeking salesperson. Minimum 2 years sales experience. Also Parts Department Salesperson and experienced Mechanics. Must be professional in appearance, driven and willing to assume responsibilities. Mail resume to Attention: Kurt 126 Main St., Monroe, CT 06468 or Fax: (860)355-1420.

Wanna Have Some Fun?
Cycle Gear has immediate openings for full and part time retail sales associates and managers at our new San Jose Superstore (opening late September) and other Northern California store locations. We offer competitive hourly rates plus commission and an aggressive employee discount. Benefits available for full timers. Give us a call today at 707-747-5053 ext. 33 and ask for Skip or Fax your resume to (707)747-6262. CA

Ducati Parts, Accessory, Specialist
Ducati Beverly Hills is looking for an extremely knowledgeable specialist in Ducati OEM parts, Ducati Performance Parts & Accessories and Ducati Apparel with at least 3 years experience in similar position. Call George at (310)360-0916 CA

Ducati Mechanic Pro Italia
Experience required. Glendale, CA. Bill (818)249-5707.

Triumph, Victory Sales
Experienced salesperson for Orange County Triumph Victory. #1 Triumph dealer in U.S. Contact Larry (310)677-5800. Fax: (310)674-8069. CA

Watercraft Mechanic Wanted!
for new watercraft product, must have own tools and experience. Must understand diaphram carburetors and tuning. P/T with F/T option. (714)870-4530. CA

Motorcycle Mechanic
For shop in San Diego, experience required. Fax resume (858)541-0334. or call (858)541-2080. CA

Business Manager
Full charge fast growing multi-line dealer in San Diego area, needs Lightspeed experience. mail@quinsey.coxatwork.com (619)442-0678. CA

Assistant Parts Manager-Atlanta
Growing into our 28th year we are looking for applicants with two years multi-line experience. Extensive Lightspeed and merchandising skills a plus. An enthusiast who is hard working, highly organized and personable will find this position highly rewarding and enjoyable. We offer wage plus commissions. Contact Bo Bobbitt, Cycle Specialty, Fayetteville (770)461-3541 or fax (770)461-9168. GA

Mechanic/Service Manager
Growing multi-line dealership. Great company and benefits. Call Barry at West Coast Motorsports. Perris (Riverside) (909)943-2061. CA

Service Tech's
Harley Davidson people are requesting more work that we at the present can fulfill. If you are now, have been or would be considering working as a Harley technician, Let's Talk. Harley experience is not a requirement; we will train if you have the desire and ability. We offer all the normal benefits and perks, plus relocation assistance. Located near Great Smokey Mountains National Park. It's own millions of visitors a year make this area a great place to live, work and ride. Knoxville H-D, Knoxville TN. (423)689-2454 or (800)637-6386. E-mail Sales@harleyofknoxville.com www.harleyofknoxville.com

Rock -N- Roll Motorsports
Santa Monica Honda Kawasaki is interviewing applicatants for the following available positions: Service Writer, minimum experience required. Ask for Red. Three Sales professionals with a passion for motorcycles. Experience preferred but not necessary. Training provided for the right applicants. 50K plus yearly, no car guys please. Call Blake (888)262-9561. CA

YOSHIMURA Presents The

Deutsche Financial

Del Mar Golf Tournament

Benefiting the

Clayton Memorial Foundation

In conjunction with the
DEL MAR Oct. 9th & 10th Weekend
Concourse d' Elegance and
Grand National Championship

Friday, October 8, 1999
Oceanside Golf Course

Add another day of fun to your Del Mar Mile weekend and help a worthwhile cause by participating with Dirt Track Grand National Champions, Scott Parker and Chris Carr.
Tournament Master, Everett Brashear, Eddie Mulder, Dave Aldana, Dick Hammer, Babe DeMay, Jason Pridmore, Jody Nicholas, and many more.

- A chance to win an Evel Knievel Limited Edition to the winner of the "Hole in One" Competition.
- Cash prize for the Longest Drive Competition
- Cash prize for Closest to the Pin Competition
- Raffle prizes

OCEANSIDE GOLF COURSE

AMA PRO RACING

CYCLE NEWS

Indian MOTORCYCLE

Deutsche Financial Services

YOSHIMURA

Oceanside Golf Course
825 Douglas Dr., Oceanside, CA,
(760) 433-1360
Located 25 minutes north of the Del Mar Track

Tournament Fee is $100
Includes: Green fees, golf cart, goody bag, 2 raffle tickets and food and drinks

Sign up now. Space is limited.
Sign-up Deadline is September 8, 1999
All applicants will be processed on a first-come, first serve basis.

Collared shirts and soft spikes are required.

Information (714) 751-7433

Schedule of Events

11:00am - 12:00pm
Registration

11:00am
Driving Range & Practice Green open

12:30pm
Shotgun Start

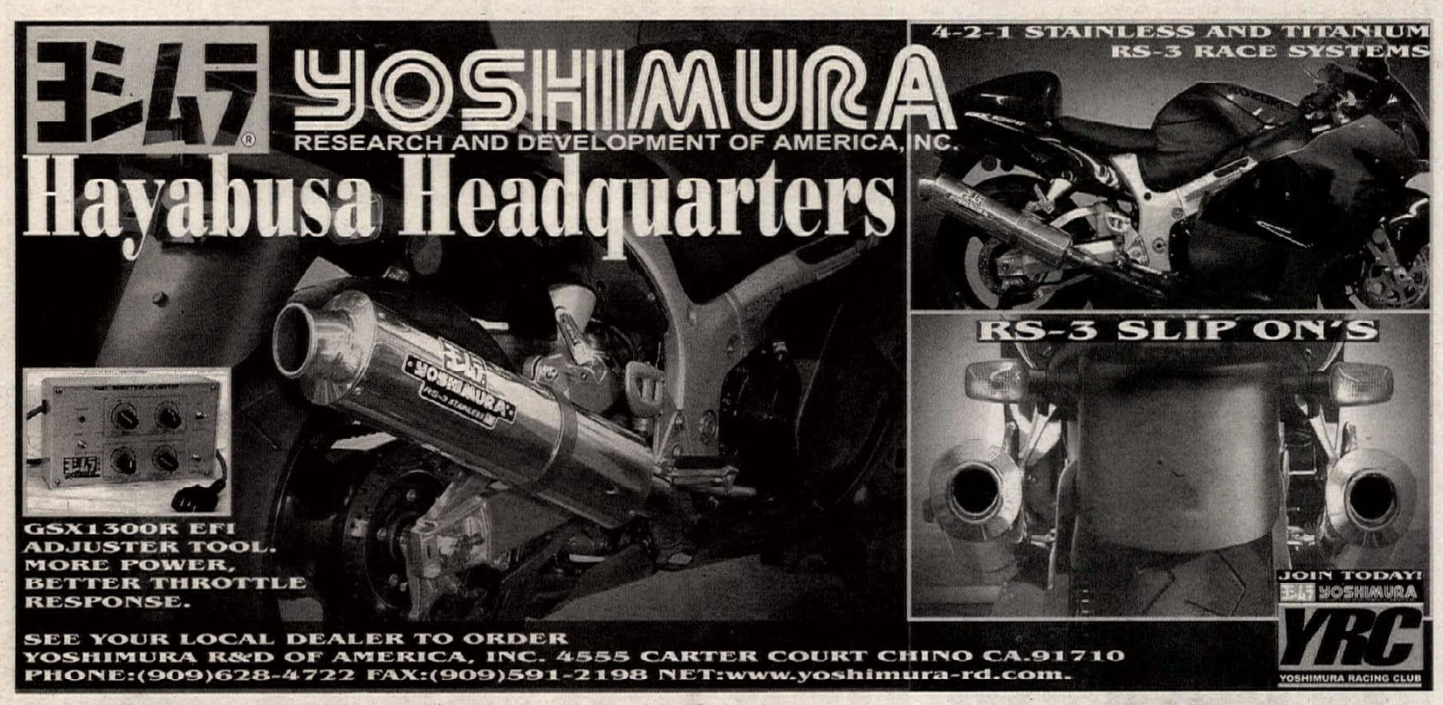
4:30pm
Awards Presentation
(Includes food & drinks)

Golf Registration Form **Tournament Fee: $100**
One form per person

Name _____ Phone: _____
Company _____ Fax: _____
Address _____ Handicap: _____
City _____ State _____ Zip _____

Names of people you'd like to golf with (not guaranteed)
1. _____ Handicap _____
2. _____ Handicap _____
3. _____ Handicap _____

Make checks payable to:
Clayton Memorial Foundation
3505-M Cadillac Avenue
Costa Mesa, CA 92626



LINDEMANN ENGINEERING
LE RACE SUSPENSION
TEAM OLIVER - RICH OLIVER
97 AMA 250 GP Champion
HYPERCYCLE - JASON PRIDMORE
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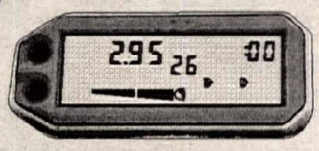
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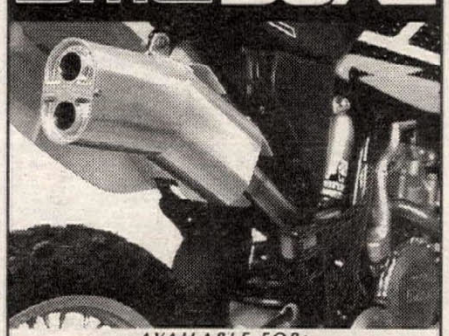

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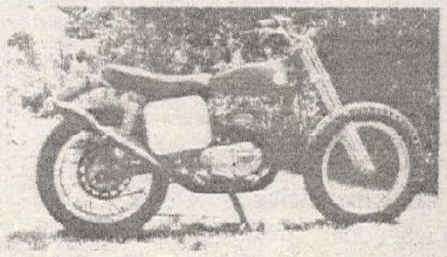

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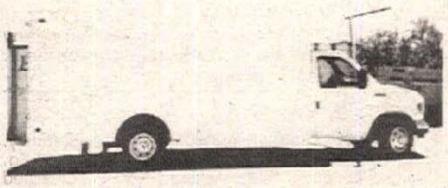

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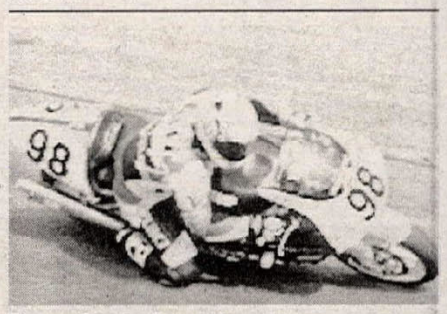

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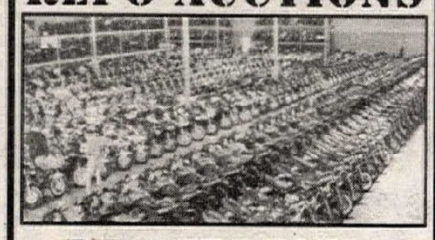

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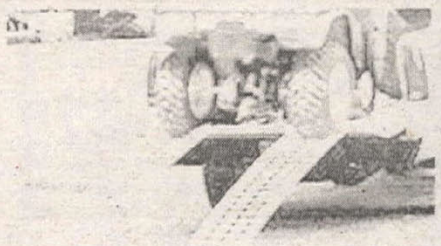

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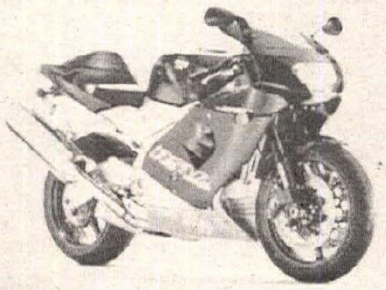

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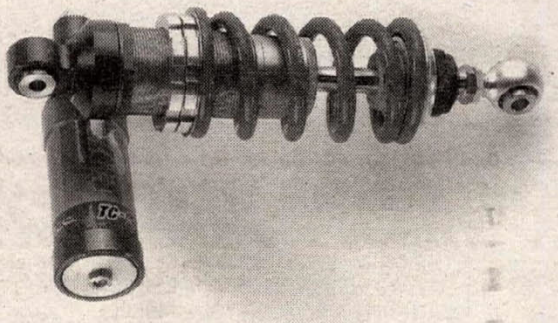

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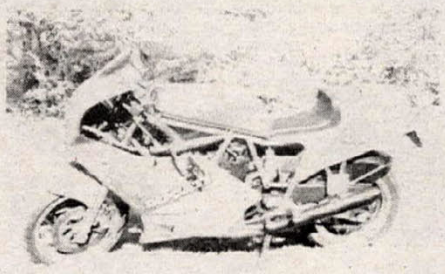

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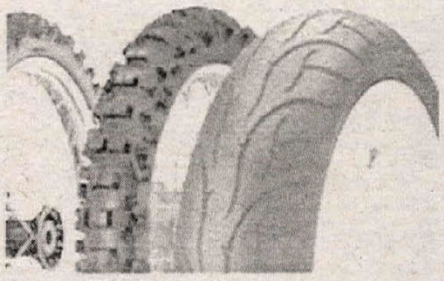

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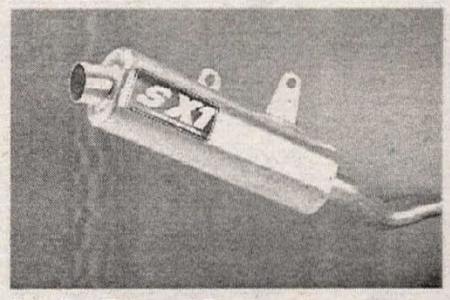

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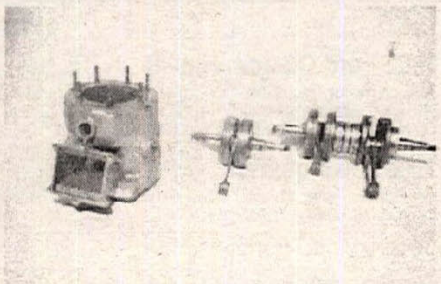

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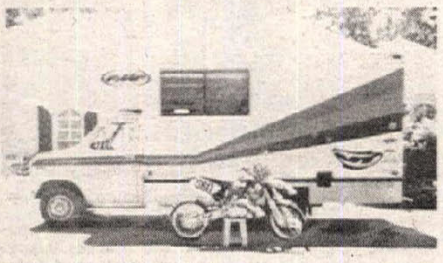

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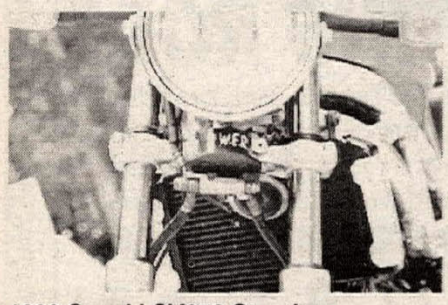

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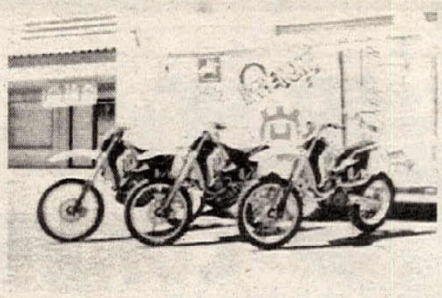

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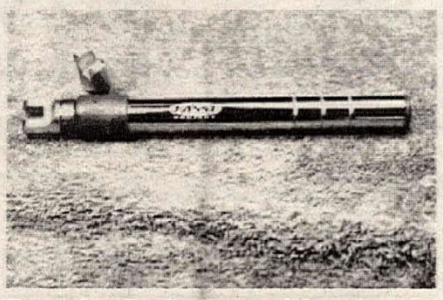

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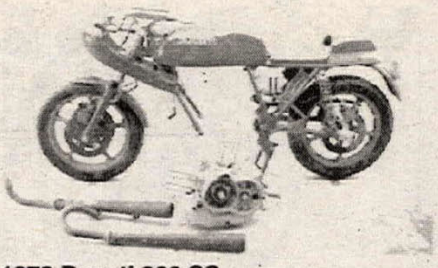

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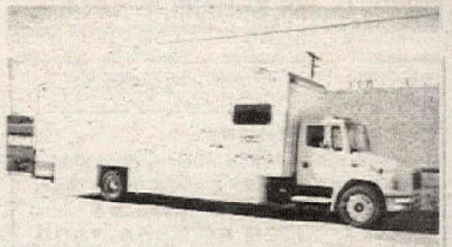

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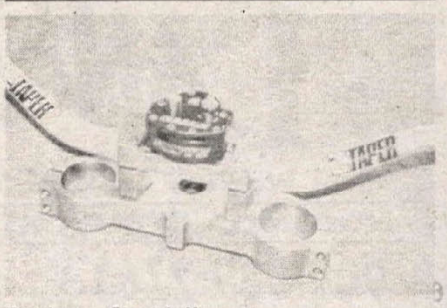

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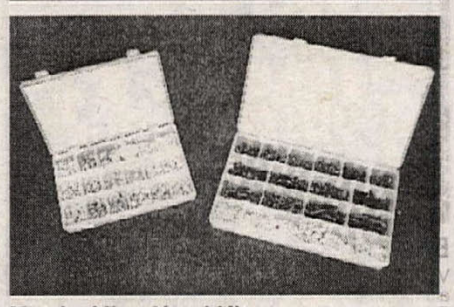

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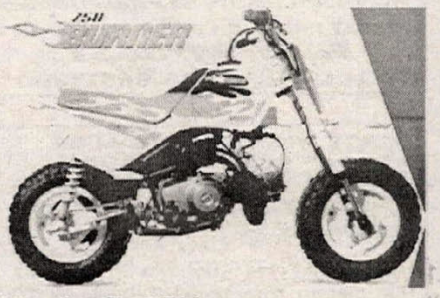

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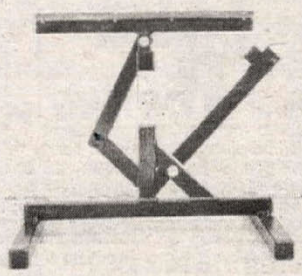

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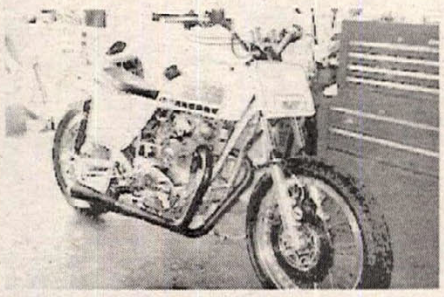

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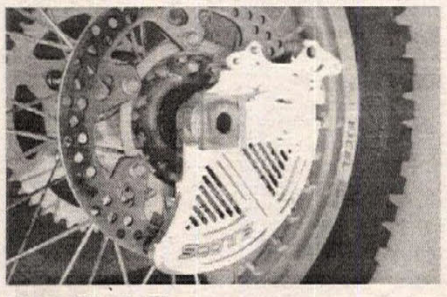

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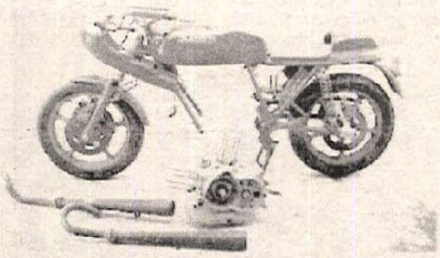

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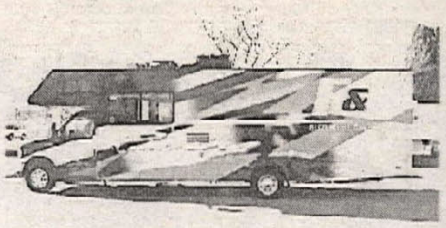

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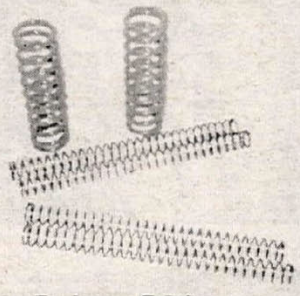

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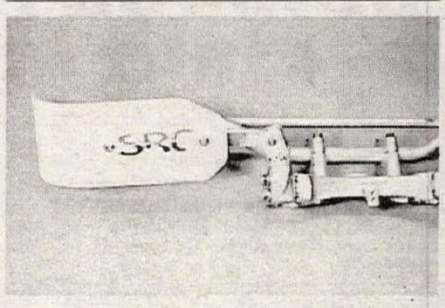

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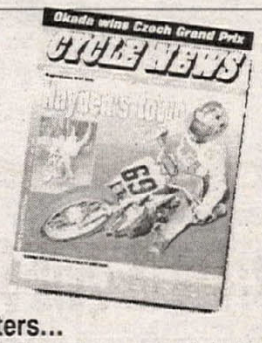

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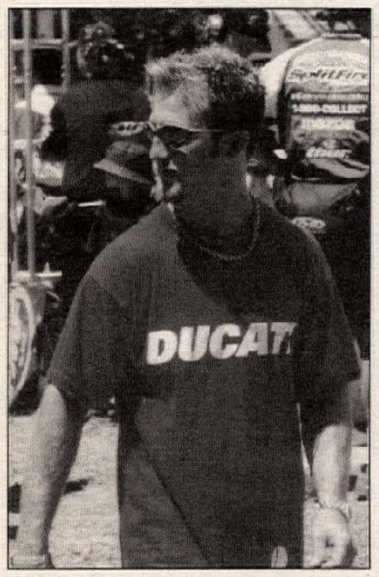
1999 Championship Point Standings

ROAD RACING

FIM 500cc World Championship Road Racing Series
(After 10 of 15 rounds):

1. Alex Criville (Hon), Spain (194/6 wins)
2. Kenny Roberts Jr. (Suz), Modesto, CA (143/3 wins)
3. Tadayuki Okada (Hon), Japan (138/2 wins)
4. Sete Gibernau (Hon), Spain (138)
5. Tetsuya Harada (Apr), Japan (86)
6. Max Biaggi (Yam), Italy (84)
7. Carlos Checa (Yam), Spain (78)
8. John Kocinski (Hon), Modesto, CA (74)
   Juan Borja (Hon), Spain (74)
10. Norick Abe (Yam), Japan (73)



LARRY PEGRAM

FIM 250cc World Championship Road Racing Series
(After 10 of 15 rounds):

1. Valentino Rossi (Apr), Italy (190/6 wins)
2. Tohru Ukawa (Hon), Japan (163/1 win)
3. Shinya Nakano (Yam), Japan (138)
4. Loris Capirossi (Hon), Italy (131/2 wins)
5. Stefano Perugini (Hon), Italy (97)
6. Ralf Waldmann (Apr), Germany (88)
7. Jeremy McWilliams (Apr), England (80)
8. Franco Baitani (Apr), Italy (77)
9. Jason Vincent (Hon), England (43)
10. Marcellino Lucchi (Apr), Italy (41)
    Sebastian Porto (Yam), Argentina (41)

FIM 125cc World Championship Road Racing Series
(After 10 of 15 rounds):

1. Masao Azuma (Hon), Japan (161/4 wins)
2. Emilio Alzamora (Hon), Spain (157)
3. Noboru Ueda (Hon), Japan (119)
4. Marco Melandri (Hon), Italy (115)
5. Roberto Locatelli (Apr), Italy (113/2 wins)
6. Arnaud Vincent (Apr), France (103/1 win)
7. Gianluigi Scalvini (Apr), Italy (91)
8. Lucio Cecchinello (Hon), Italy (80)
9. Simone Sanna (Hon), Italy (63)
10. Gino Borsoi, Italy (53)

FIM World Superbike Championship Series
(After 10 of 13 rounds):

1. Carl Fogarty (Duc), England (363/8 wins)
2. Troy Corser (Duc), Australia (302/3 wins)
3. Colin Edwards II (Hon), Conroe, TX (301/5 wins)
4. Aaron Slight (Hon), New Zealand (252)
5. Akira Yanagawa (Kaw), Japan (215)
6. Pier-Francesco Chili (Suz), Italy (185/1 win)
7. Noriyuki Haga (Yam), Japan (144/1 win)
8. Gregorio Lavilla (Yam), Spain (120)
9. Katsuaki Fujiwara (Suz), Japan (96)
10. Peter Goddard (Apr), Australia (86)

AMA MBNA Superbike Series
(After 11 of 13 rounds):

1. Mat Mladin (Suz), Australia (333/1 win)
2. Ben Bostrom (Duc), Granada Hills, CA (325/1 win)
3. Anthony Gobert (Duc), Australia (319/5 wins)
4. Doug Chandler (Kaw), Salinas, CA (271/2 wins)
5. Larry Pegram (Duc), Baltimore, OH (259/1 win)
6. Jason Pridmore (Suz), Ventura, CA (238)
7. Aaron Yates (Kaw), Milledgeville, GA (227)
8. Eric Bostrom (Hon), Granada Hills, CA (218)
9. Jamie Hacking (Yam), Boiling Springs, SC (210)
10. Steve Crevier (Suz), Canada (195)

AMA Pro Honda Oils 600cc Supersport Series
(After 11 of 13 rounds):

1. Nicky Hayden (Hon), Owensboro, KY (346/5 wins)
2. Tommy Hayden (Yam), Owensboro, KY (332/3 wins)
3. Jamie Hacking (Yam), Boiling Springs, SC (285/2 wins)
4. Kurtis Roberts (Hon), Frederick, MD (270)
5. Josh Hayes (Suz), Gulfport, MS (248)
6. Steve Crevier (Suz), Canada (235)
7. Aaron Yates (Kaw), Milledgeville, GA (232)
8. Jason Pridmore (Suz), Ventura, CA (219)
9. Steve Rapp (Suz), Lafayette, CA (212)
10. Eric Bostrom (Yam), Granada Hills, CA (201)

AMA Lockhart Phillips USA 750cc Supersport Series
(After 9 of 11 rounds):

1. Tom Kipp (Suz), Chardon, OH (281/5 wins)
2. Jimmy Moore (Suz), Eugene, OR (247)
3. Jake Zemke (Suz), Paso Robles, CA (230)
4. Tommy Hayden (Yam), Owensboro, KY (214/1 win)
5. Mario DuHamel (Suz), Canada (203)
6. Grant Lopez (Suz), Chickasaw, AL (196/2 wins)
7. Richard Alexander Jr. (Suz), Carmel, NY (183)
   James Randolph (Suz), Santa Rosa, CA (183)
9. Jamie Bowman (Suz), Tequesta, FL (174)
10. Brian Parriott (Hon), Calistoga, CA (161)

AMA Mazda Trucks 250cc Grand Prix Series
(After 10 of 11 rounds):

1. Chuck Sorensen (Yam), San Jose, CA (308/6 wins)
2. Derek King (Hon), Charleston, SC (237/1 win)
3. Chris Ulrich (Yam), Lake Elsinore, CA (222)
4. Quenni King (Yam), Miami, FL (208)
5. Edwards Sorbo (Yam), Redlands, CA (183)
6. Jeff Vos (Yam), Holland, MI (179)
7. John France (Hon), West Melbourne, FL (176)
8. Greg Esser (Yam), Pompano Beach, FL (173)
9. Roland Quintero (Hon), Los Angeles, CA (169)
10. Bruce Lind (Yam), Snohomish, WA (136)

AMA Sunoco Race Fuels Formula Xtreme Series
(After 9 of 12 rounds):

1. Kurtis Roberts (Hon), Frederick, MD (273/3 wins)
2. Nicky Hayden (Hon), Owensboro, KY (243/6 wins)
3. Josh Hayes (Suz), Gulfport, MS (221)
4. Mark Miller (Yam), Long Beach, CA (212)
5. Grant Lopez (Suz), Mobile, AL (204)
6. Steve Grigg (Kaw), Asheville, NC (162)
7. Rad Greaves (Suz), Ann Arbor, MI (154)
8. Takahito Mori (Yam), Lewisville, TX (140)
9. Clint Brotz (Yam), Sheboygan, WI (129)
10. Paul Harrell (Yam), Canyon Country, CA (120)

AMA Progressive Insurance Pro Thunder Series
(After 10 of 11 rounds):

1. Shawn Conrad (Duc), Sheboygan Falls, WI (308)
2. Shawn Higbee (Bue), Waterford, WI (254/3 wins)
3. Cory Call (Duc), Sacramento, CA (231/1 win)
4. Tom Hull (Duc), Mesa, AZ (218)
5. Bill St. John (Duc), Cullman, AL (212)
6. Jeffrey Nash (Duc), Mansfield, TX (207)
7. Billy Graef (Bue), Sheboygan, WI (187)
8. James Lickwar (Tri), San Francisco, CA (165)
9. Richie Morris (Bue), Daytona Beach, FL (151)
10. Michael Gage (Tri), Baldwin Place, NY (145)

MOTOCROSS

AMA Mazda Trucks 250cc National Motocross Series
(After 11 of 12 rounds):

1. Greg Albertyn (Suz), South Africa (427/2 wins)
2. Kevin Windham (Hon), Ethel, LA (406/4 wins)
3. Mike LaRocco (Hon), South Bend, IN (379/1 win)
4. Ezra Lusk (Hon), Bainbridge, GA (315/1 win)
5. Doug Henry (Yam), Oxford, CT (290/1 win)
6. Jimmy Button (Yam), Lake Elsinore, CA (290/1 win)
7. John Dowd (Yam), Chicopee, MA (271)
8. Larry Ward (Suz), Florence, SC (263)
9. Jeff Emig (Kaw), Riverside, CA (262)
10. Robbie Reynard (Suz), Norman, OK (247)

AMA Mazda Trucks 125cc National Motocross Series
(After 11 of 12 rounds):

1. Ricky Carmichael (Kaw), Havana, FL (499/8 wins)
2. Brock Sellards (Hon), New Philadelphia, OH (381/1 win)
3. Tallon Vohland (Hon), Citrus Heights, CA (354/1 win)
4. Nick Wey (Kaw), Dewitt, MI (303/1 win)
5. Nathan Ramsey (Kaw), Corona, CA (270)
6. Michael Brandes (Suz), Quail Valley, CA (249)
7. Stephane Roncada (Yam), Menifee, CA (228)
8. Ernesto Fonseca (Yam), Costa Rica (224)
9. Casey Lytle (Yam), Santa Clarita, CA (202)
   Casey Johnson (Yam), Murrieta, CA (202)
10. Danny Smith (Hon), Eagle, ID (179)

Toyota Truck/Thor/Parts Unlimited AMA Supercross Series
(After 16 of 16 rounds):

1. Jeremy McGrath (Yam), Menifee, CA (356/8 wins)
2. Ezra Lusk (Hon), Bainbridge, GA (273/5 wins)
3. Mike LaRocco (Hon), South Bend, IN (267)
4. Mickael Pichon (Hon), France (244)
5. Larry Ward (Suz), Florence, SC (240/1 win)
6. Damon Huffman (Kaw), Acton, CA (203)
7. Kevin Windham (Hon), Baton Rouge, LA (166/2 wins)
8. Tim Ferry (Yam), Largo, FL (162)
   Greg Albertyn (Suz), South Africa (162)
10. Robbie Reynard (Suz), Norman, OK (155)

AMA Western Regional 125cc Supercross Series
(After 8 of 8 rounds):

1. Nathan Ramsey (Kaw), Corona, CA (170/5 wins)
2. Casey Lytle (Yam), Saugus, CA (164)
3. Isaiah Johnson (Yam), Albuquerque, NM (112)
4. David Pingree (Suz), Menifee, CA (104/1 win)
5. Michael Brandes (Suz), Quail Valley, CA (103)
6. Ryan Clark (Kaw), Albuquerque, NM (100)
7. Casey Johnson (Yam), Murrieta, CA (94/2 wins)
   Greg Schnell (Yam), Rancho Cucamonga, CA (94)
9. Travis Preston (Suz), Hesperia, CA (80)
10. Erick Vallejo (Kaw), Mexico (78)

AMA Eastern Regional 125cc Supercross Series
(After 7 of 7 rounds):

1. Ernesto Fonseca (Yam), Costa Rica (172/6 wins)
2. Nick Wey (Kaw), Dewitt, MI (119)
3. Robbie Horton (Hon), Blountville, TN (103)
4. Brock Sellards (Hon), New Philadelphia, OH (98/1 win)
5. Danny Smith (Hon), Eagle, ID (88)
6. Jim Neese (Yam), Greensboro, NC (79)
7. Jiri Dostal (Suz), Quail Valley, CA (77)
8. Joseph Oehlhof (KTM), Wapakoneta, OH (73)
9. Jason Thomas (Yam), Melrose, FL (67)
10. Kelly Smith (KTM), Ludington, MI (66)

RICKY CARMICHAEL

FIM 125cc World Championship Series
(After 12 of 13 rounds):

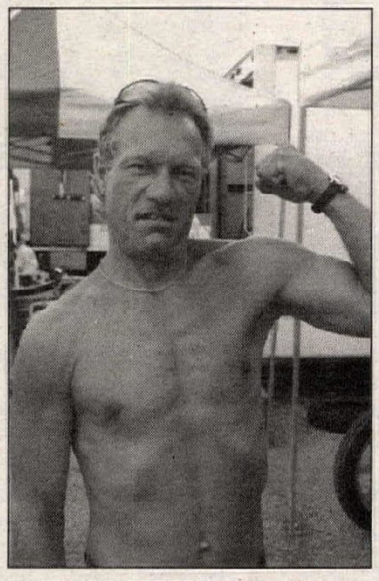
1. Alessio Chiodi (Hus), Italy (375/7 wins)
2. Claudio Federici (Yam), Italy (342/2 wins)
3. Mike Brown (Hon), Piney Flats, TN (234)
4. James Dobb (Suz), Great Britain (187)
5. Thomas Traversini (Hus), Italy (184)
6. Steve Ramon (Kaw), Belgium (166)
7. Patrick Caps (Hon), Belgium (155)
8. Jeff Dement (Hon), Spring, TX (127)
9. Grant Langston (KTM), Russia (113/1 win)
10. Luigi Seguy (Hon), France (98)

FIM 250cc World Championship Series
(After 14 of 16 rounds):

1. Pit Beirer (Kaw), Germany (396/2 wins)
2. Frederic Bolley (Hon), France (393/4 wins)
3. David Vullemin (Yam), France (329/1 win)
4. Ryan Hughes (Hon), Temecula, CA (328)
5. Marnicq Bervoets (Kaw), Germany (267/3 wins)
6. Mickael Maschio (Yam), France (248)
7. Joshua Coppins (Suz), New Zealand (214)
8. Leon Geisbers (Suz), Holland (173)
9. Remy Van Rees (Kaw), Netherlands (164)
10. Alessandro Belometti (Yam), Italy (1116)

FIM 500cc World Championship Series
(After 11 of 13 rounds):

1. Andrea Bartolini (Yam), Italy (316/2 wins)
2. Peter Johansson (KTM), Sweden (257/2 wins)
3. Yves Demaria (Hus), France (219/1 win)
4. Joel Smets (Hbg), Belgium (215/3 wins)
5. Alessandro Puzar (Yam), Italy (173)
6. Francisco Garcia Vico (Yam), Spain (166)
7. Shayne King (KTM), New Zealand (164)
8. Miska Altonen (Yam), Finland (153)
9. Chris Burnham (Hon), England (121)
10. Trampas Parker (KTM), USA (118)



JAY SPRINGSTEEN

DIRT TRACK

AMA Grand National Dirt Track Series
(After 14 of 19 rounds):

1. Chris Carr (H-D), Fleetwood, PA (241/4 wins)
2. Rich King (H-D), Dysart, IA (190/3 wins)
3. Scott Parker (H-D), Swartz Creek, MI (154/1 win)
4. Will Davis (H-D), Goldsboro, NC (145/2 wins)
5. Joe Kopp (H-D), Mica, WA (130)
6. Bryan Bigelow (H-D), Au Gres, MI (129)
7. George Roeder II (H-D), Monroeville, OH (128)
8. Jay Springsteen (H-D), Lapeer, MI (115/1 win)
9. Kevin Atherton (H-D), White Pigeon, MI (107/1 win)
10. Kevin Varnes (H-D), New Holland, PA (100)

AMA SuperTrapp SuperTracker Series
(After 6 of 10 rounds):

1. Joe Kopp (Suz), Mica, WA (100/3 wins)
2. Steve Morehead (Suz), Findlay, OH (91/1win)
3. J.R. Schnabel (Suz), West Bend, WI (87/2 wins)
4. Brian Kromroy (Bue), Madison, WI (65)
5. Brett Landes (Duc), Los Gatos, CA (64)
6. Robert Miller (H-D), New Holland, PA (54)
7. Mike Hacker (H-D), Prince George, VA (52)
8. Robert Buffington (Suz), Prairie Du Chien, WI (47)
9. Gary Rogers (Suz), San Jose, CA (38)
10. Roy Miller (Suz), New Holland, PA (37)

AMA Harley-Davidson Sportster Performance Series
(After 8 of 13 rounds):

1. Willie McCoy, Richardson, TX (145/3 wins)
2. Shaun Russell, San Jose, CA (130/1 win)
3. Gary Rogers, San Jose, CA (110/2 wins)
4. Billy Martin, Stockton, CA (99/1 win)
5. Robert Miller, New Holland, PA (84)
6. Nate Wait, Lodi, CA (72)
7. Paul Bergstrom, San Mateo, CA (71)
8. James Hart, Sandoval, IL (65)
9. Brian Kromroy, Madison, WI (59)
10. Paul R. Morgan III, Centralia, IL (49)

OFF ROAD

AMA National Championship Hare Scrambles Series
(After 7 of 9 rounds):

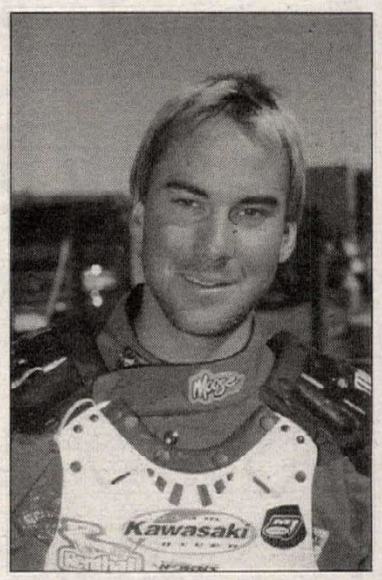
1. Doug Blackwell (Yam), Parkersburg, WV (161/3 wins)
2. Brian Garrahan (KTM), Boulder Creek, CA (151/2 wins)
3. Patrick Garrahan, Boulder Creek, CA (72)
4. Scott D. McLaughlin (Yam), Sedro Woolley, WA (69)
5. Erik Kohler (Yam), Sacramento, CA (67)
6. Shane Watts (KTM), Australia (55/1 win)
7. Craig Wesner (Kaw), Windsor, CA (50)
8. Michael Lafferty (KTM), Millville, NJ (44/1 win)
9. Eric Ducray (Yam), Sacramento, CA (37)
10. Jim Jarrett (Kaw), Minerva, OH (34)

AMA Acerbis National Enduro Series
(After 13 of 15 rounds):

1. Ty Davis (Yam), Hesperia, CA (317/4 wins)
2. Michael Lafferty (KTM), Millville, NJ (247/2 wins)
3. Randy Hawkins (Yam), Travelers Rest, SC (183)
4. Destry Abbott (Kaw), Peoria, AZ (171)
5. Brian Garrahan (KTM), Boulder Creek, CA (126)
6. David Lykke (Yam), Bellingham, WA (121)
7. Fred Andrews (Kaw), Salem, OH (106/1 win)
8. Matt Stavish (Hon), Blaine, MN (96)
9. Russell Pearson (KTM), Las Vegas, NV (94)
10. Doug Blackwell (Yam), Parkersburg, WV (91/1 win)

AMA Grand National Cross Country Series
(After 8 of 13 rounds):

1. Rodney Smith (Suz), Oakley, CA (132/3 wins)
2. Steve Hatch (Suz), Phoenix, AZ (118)
3. Fred Andrews (Kaw), Salem, OH (106)
4. Shane Watts (KTM), Australia (99/4 wins)
5. Barry Hawk Jr. (Yam), Uniontown, PA (94)
6. Paul Edmondson (Suz), England (89)
7. Joel Dengler (Suz), NJ (82)
8. Michael Lafferty (KTM), Millville, NJ (77)
9. Robbie Jenks (Yam) (75)
10. Doug Blackwell (Yam), Parkersburg, WV (63)
    Jim Jarrett (Kaw), Minerva, OH (63)



BRIAN BROWN

AMA National Championship Hare & Hound Series
(After 3 of 7 rounds):

1. Brian Brown (Kaw), Nampa, ID (80/1 win)
2. Destry Abbott (Kaw), Peoria, AZ (55/1 win)
3. Ty Davis (Yam), Hesperia, CA (51/1 win)
4. Dan Richardson (Kaw), Fountain Valley, CA (45)
5. Russ Pearson (KTM), Las Vegas, NV (43)
6. Shane Esposito (Kaw), Reno, NV (42)
7. Oakley Lehman (Kaw), Sunland, CA (34)
8. Jeff Capt (Kaw), Lakewood, CA (29)
9. Abe Baumann (Kaw), Garden Grove, CA (22)
10. Steve Hengeveld (Kaw), Oak Hills, CA (21)

AMA National Championship Observed Trials Series
(After 9 of 11 rounds):

1. Tommi Ahavla (G-G), Kansas City, MO (210/7 wins)
   Geoff Aaron (Bet), Alpine, CA (210)
3. Raymond Peters (G-G), Beaver Dams, NY (202/2 wins)
4. Ryon Bell (Mon), Canada (188)
5. Travis Fox (G-G), Montoursville, PA (123)
6. Dennis Sweeten (Mon), Oregon City, OR (110)
7. Dan Johnson (Bul), Canada (105)
8. Chris Bardell (G-G), Millertown, PA (93)
9. Lonney Hallsted (G-G), Vancouver, WA (29)

ADVERTISERS INDEX

A & A Racing Service 89
A & J Cycle Salvage 92
AMA Pro Racing 91
A-Loop Off Road 87
ACME Suspension 81
Action N.A., Inc. 83
Action Sports Promotions 89
Advant-Edge 80
Aerostich Riderwear 81
AGV-MDS Helmets N.A. Inc 91
Aircone Inc 82
Al Baker's XR's Only 91
ALLREDY Canopies 91
AMA Fall Classic & 4-Stk Natl. 72
American Dirt Bike Inc. 85
American Honda 9, 67, 84
American MC Institute 90
American Suzuki 53, 84
Apache Honda Yamaha 93
Applied Racing 85
Arai Helmets 92
Avon Tire 90
Baja Bound 81
Baja Designs 87
Baja Off Road Tours 83
Baja Off-Road Adventures 90
Ballzee Agressive Wear 79
Barnett Tool & Engineering 87
Bel-Ray 80
Bell Helmets 90
Bent Clothing 83
Berg Racing USA 82
Bieffe USA 80
Big Gun Exhaust Systems 93
Bill's Pipes 81
Billetanium 92
Blackman's Cycle 78
Boyesen 87
Braking Brake Systems 82
Branson USA Motocross 73
Brant Engineering 92
Budds Creek MX Park 65
Bullivant Gallery 83
C & J Racing Frames 83
C Cycle Suspension Serv. 79
California Racing Club 74
Can-Am 80
Carbon Tech 89
Champion Racing Frames 85
Championship Cup Series 84
Chaparral Cycle Supply 89
Cheng Shin Rubber USA 86
Chris Agajanian Presents 63, 69
Clarke Mfg. Company 84
Clayton Foundation 29
Cloudbreak Productions 73
CMA 72
CMC 72
Cody Racing Products 93
Cometic Gasket 80
Competition Fuels 93
Constructors Racing Group 89
Continental General Tire 79
Cosmopolitan Motors 86
CRE Imports/Eline Accessories 93
CTR Powersports 82
Cycle EXPress/Nat'l Powersport Auctions 84
Cycle News Dealer Sales 75
Cycle News Dual Sport Ride 68
Cycle News Moving Form 61
Cycle News On-Line 67
Cycle News Subscription 65
Cycle Recyclers 82
Cycle Specialties Athens 92
D.I.D. 87
D.M. Best Harley-Davidson/ATK 83
Dave Miller Concepts 79
Del Mar Golf Tournament 77
Dennis Kirk 84
Ducati North America Inc 91
Duke Video North America 89
Dunlop Tire 84
Dynatek 79
Electrex USA 85
Elf Lubricants N. America 86
Emig Racing 89
Engine Dynamics Company 85
Engines Only 78
Eric's Motorcycle Co. 78
Erion Racing 81
Factory Connection 91
Factory Effex 78
Falicon Performance Eng 91
Fast By Gast 89
Featherlite Trailers 78
Fineline Motosports 90
Fireball Racing 83
First Turn Products 84
FMF Racing 84
Fontana Radiator Works 93
Formula One Motorsports 89
Fox Racing Shox 86
FTM & Associates 82
GFI Racing 72
Gary Bailey's MX School 87
Gas Gas North America 90
GFI North 72
Gio Ca Moto N.A. Ltd 87
Glen Helen Racing Inc. 29, 61, 74
GMD Computrack Network 89
GNC Motocross 74
GP Cigarettes ....outsert
Grand Prix Apparel 78
Graves Motorsports 85
Gustafsson Plastics 84
Hall's Husqvarna 90
Handy Industries, L.L.C 93
Hap Jones Int'l 89
Harry Miller Prints 59
Hayward Honda 84
Heid's Hodaka 87
Hi-Point Trailers 86
Hinson Racing 86
Holliday Canopies 92
HRP Products 83, 85
Husaberg Motorcycles USA 79
Husqvarna MC's ....91, outsert
I.C.O. 78
Impact Video 82
Innovation Sports 90
Inter-State Oil Co. 85
International Motorsport 87
International Speedway 74
Jack's Cycle Salvage 81
Jardine Performance 79
Jason Pridmore's Star Motorcycle Schools 74
JC Motors 83, 89
John Burr Cycles 93
Just Racing 79
K & N Engineering 81
Kawasaki Mtrs. Corp (USA) ....4, 19, 91, outsert
Ken Maely Enterprises 84
Kev-Co/Stubbs Racing Products 83
KG Clutch Factory 81
Klemm Research 84
Klotz Special Formula 90
KTM of Mojave 86
KTM Sport Motorcycles USA ....80, outsert
La Forza Motorsports 87
Lamson Porting 89
Langcourt Limited, Inc. 85
LEM R&D 85
Letko Competition Cycles 83
Lindemann Engineering 78
Los Angeles Sleeve Co./Pro-X 93
MX Films 83
M.C.C. 92
Madman Biker 83
Maxima Racing Lubricants 89
MBR Motorsports 87
McGraw Insurance Services 83
Megacycle Engineering 83
Metzeler Motorcycle Tire 86
Michelin Cycle Dept. 90
Mike Tolle Racing 80
Mike's Cycle Parts 92
Millennium Technologies 82
Mobile Motorcycle Serv. 85
Montclair Yamaha 92
Motion Pro 82
Moto America, Inc. 83
Moto Laverda USA, Inc 80
Moto Point 85
Moto-Tote 80
Motocross Racing Association 74
Motomatrix 81
Motorace 86, 91
Motorcycle Access Unltd. 84
Motorcycle Stuff 70
Motorcycle Superstore 74
Motorcyclez.com 82
Motorex 79
MSD Ignition 92
MSI Trailers 84
Myler's Radiators 83
Neanderthal Cycle Salvage 89
NJK Leathers 93
NMA 74
No-Toil Industries 79
North County Yamaha 85
North West Maico & CZ 90
Northwest Sleeve, Inc. 84
O'Brien Racing Products 80
Oakland Sports Center 74
Off Beat Productions 86
OHLINS 13
Omar's Dirt Track Racing 81
OnOffroad 89
PJH Brands 86
Pace Motorsports SX ....25, outsert
Parts Magazine 86
Peak Performance 80
Penquin Roadracing School 79
Penske Racing Shocks 82
Performance Engineering 91
Performance Machine 90
Perris Raceway 72
Pettersson Pro Suspension 86, 93
Pit Bull Stands 91
Pl8mate, Inc. 87
Pomona Valley Kawasaki 83
Portland Trail Riders 25
Power Flow 91
Power Transmission Serv./The Edge 89
Powroll Inc. 78
Pro Action Technology 91
Pro Action., Inc. 91
Pro Art Works 85
Pro Circuit Racing 85
Pro Plates 89
Pro-Tec Performance 87
ProClean 1000 93
Progressive Powersport 92
Prostar 71
PVL Electronics 84
R & D Motosports, Inc. 89
Race Tech 59, 93
Racer Productions 57, 70
Racing Engine Components 79
Racing On The Tube 75
Rancho M/C Dismantling 80
Rat Racing 93
Research Group 3 81
Rick Johnson's School Of Champions 87
Rick Peterson Motor Sports 92
Ricky Stator 89
Ridersville Cycle 81
Ron Wood Racing 78
Sharkskinz 93
Shock Therapy 93
Shoei Helmets 80
Shoei Safety Helmet Corp. 55
Short Block Charlie's 91
Shoup Enterprise 87
Simi Valley Honda 85
Sole Performance 84
Southwest Vintage Racing Group 72
Spectro Oils of America 85
Sprocket Specialists 87
SRC-Summers Racing Components Inc. 78
Starwest Motocross Park 72
Stickerpoint USA, Inc., ...85
Storz Performance, Inc. 80
Streits Honda Kawasaki Yamaha 92
Sudco International 79
Sunrise MX Park 72
Sunstar Engineering 79
Super Flow Corporation 87
Superbike Mike Engineering 86
Surdyke Cycles 83
Suzuki RM Cup Motocross 71
Swingarm Buddy 83
Syed Leathers 90
TLC Racing 85
T A W Vehicle Concepts 92
Team Calamari YSR 84
Tech Care Suspension 85
Tech Products 81
Tecnosel-SPES-Reikon 78
Terrycable 85
Thousand Oaks Honda 81
Thumper Racing 91
Titanium Advantage 81
Titanium Performance 89
Tom Morgan Racing 86
Tony D MX School 89
Too Tech Suspension 78
Torco Racing Oils 93
Town & Country Cycles 81
Trail Boss Tours 83
Triumph Motorcycles 89
Troy Lee Desigs 78
TSR 79
Tuffplates 83
U.S. Maico 92
U.S. Tobacco ....outsert
Umlimited Sports 13
US ATK, Inc. 86
Vanson Leathers 86
VP Racing Fuels 80, 83
W E R A 91
W S M C 74
Web-Cam 83
West Coast Honda 89
Wheel Works 93
White Bros. Cycle Specialties 92
Wiseco 84
Works Connection 92
Works Enduro Rider/Wer 89
Works Performance Products 80
X-Factor 79
Xtreme 81
Yamaha Dealers 42, 45
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Final Moto

BY CHRIS JONNUM

The Buchannan, Michigan, National Motocross on '93's Independence Day Weekend was the first feature race I covered for *Cycle News*, and Jeff Emig also chose the occasion to post the first National Motocross victory of his career. While nervously interviewing him afterwards I was as impressed by his humble, human manner as I had been by his riding. The win seemed to boost Emig's confidence, and from that race forward, the erstwhile Yamaha rider got faster and more self-assured, eventually making up a huge points deficit to pass Mike LaRocco and take that season's 125cc National MX Championship.

Over the next few years, Emig added one Supercross and two 250cc MX titles to his resume, and turned in several heroic performances at the Motocross des Nations. Over time, he established one of the largest and most loyal fan bases in the sport. Still, I think as much as people admired his skills, it was that same approachable (and vulnerable) demeanor that attracted those afro-sporting rooters. Even during his slump these past couple of years, his supporters have remained allegiant.

This week I returned to *Cycle News* after several years working outside the motorcycle industry, and once again Emig was in the news, this time under much less auspicious circumstances.

To be honest, I'm not really surprised at Emig's recent arrest by the Lake Havasu City Police Department, or even at the charges. You probably aren't, either. Emig (along with several other top racers) is famous for heading to Havasu to relax and party on the season's few free weekends, and he regularly appears in against-the-grain freeride videos (including the weed-featuring - but unreleased - *Fresno Smooth*). That Jeff Emig is a partier is not news.

I don't defend Emig's actions, but to me, the fact that he apparently smokes pot is not his biggest mistake. Our country's president publicly confessed to having done the same (let's not even talk about the aspirants to replace him), but we elected him anyway. Don't get me wrong, marijuana is unhealthful, but as far as I'm concerned, Emig's real mistake was getting caught. In the twisted logic of today's rule-oriented society, that is the biggest sin. Getting caught makes the transgression official, and thus grants others the right to officially punish. Emig's official punishment has come quickly. Though we'll have to wait until late September to learn the court's penalty, his termination by Kawasaki represents an additional instance of official punishment.

Not that I think Kawasaki's decision is wrong. Inconsistent, perhaps. Back in 1985, Team Honda dropped Ron Lechien like a bad habit (so to speak) following his possession arrest in Japan, and it was none other than Kawasaki that employed him the following season. (Lechien had just won the 125cc National MX title; this has been one of the worst seasons of Emig's career. Coincidence?) One could argue that Kawasaki's firing of Emig was premature, since he's technically innocent until a court convicts, but the evidence is certainly damning. No, Kawasaki is not wrong, by today's "rules" or otherwise. After all, it wasn't Kawasaki walking down a Havasu road while holding a brew, some bud and a makeshift pipe... or maybe it was, if only indirectly. Whether he likes it or not, Emig is a very high-profile representative of his sponsors and of motorcyclists everywhere, even when - *especially* when - goofing off by the London Bridge. He made a mistake, and no matter how human Emig or his error, he should expect to be officially punished.

Jeff Emig riding to his first National win at Red Bud Track n' Trail in 1993.

Emig's *unofficial* punishment is much more nebulous, and the bulk of it remains to be meted out. One could argue that the decision by *Cycle News* to publish the details of his arrest constitutes a form of punishment, and many probably will. Good for them. Yet even if they're right, our sentence (several paragraphs, actually) is relatively trivial compared to the one that really matters - yours. No one likes being arrested or losing his job, but I bet what really matters to Emig is how his fans perceive him. That perception will of course be partly determined by how Emig handles this mess. Defiance, indifference, or denial would not elicit sentiments of commiseration in the public.

It's tempting to view controversial issues and situations as black and white, good and evil, right and wrong. The relatively unimportant motocross world is granted no exception from this tendency, as shown most recently by the largely bipolar views on Michael Pichon and the circumstances that prompted his firing from Honda. The truth, I believe, is rarely so simple.

When you're forming your opinion about the Jeff Emig who was arrested on drug charges, remember that this is the same Jeff Emig who repeatedly rode hard and heroically for his country, team and fans. This is the same Jeff Emig who regularly inspired spectators to the point that they donned fuzzy wigs and painted his name on their bodies, and the same Jeff Emig who signed autographs and granted interviews over and over again. People - fans included - are generally perceptive, and Emig hasn't been pulling the wool over his supporters' eyes all this time. Nor has his smoking of marijuana magically transformed him from that open, friendly human into the devil.

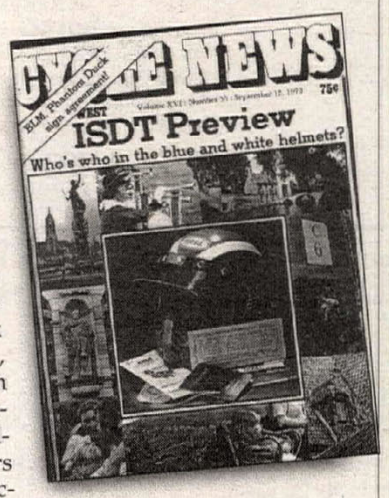
You can denounce his recent actions, but if you supported Emig before, support him now... when he really needs it. CN

Looking Back

30 YEARS AGO... SEPTEMBER 16, 1969

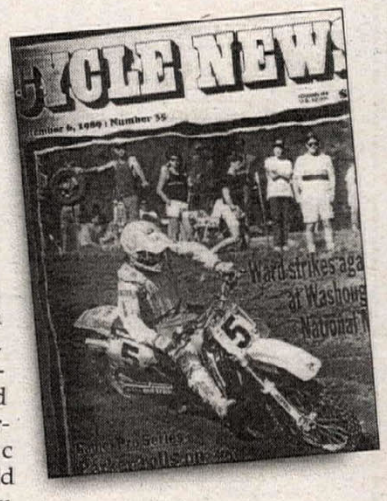
Paula Bennett, a.k.a. "Miss Champion Helmets," posed aboard a speedway motorcycle at a round of the Los Angeles Sports Arena Indoor Speedway Series, and the shot made up the cover of Issue #35... **Husqvarna** took out a full-page ad to tout its new 500cc World Motocross Champion, **Bengt Aberg**... **Bill Silverthorn** (Hus) earned wins in the 250cc and 500cc classes during the Mammoth Mountain MX... **Wayne Hosaka** (Tri) outran a herd of District 37's finest scramblers at the Southbay scrambles in Chula Vista, California... We ran a feature on the motorcycles that were part of the **Harrah's Automobile Collection** in Reno, Nevada, the finest auto collection in the entire world. Included with the four-wheelers were such great motorcycle marks as The Flying Merkel, Pope, Cyclone and Militaire, to name a few... **Art Baumann** (Kaw) passed pre-race favorite **Cal Rayborn** (H-D) to take the win in the 125-mile National road race at Sears Point International Raceway. The event also served as a location shoot for the filming of the movie "Little Fauss and Big Halsey," starring Robert Redford and Michael J. Pollard.

20 YEARS AGO... SEPTEMBER 12, 1979



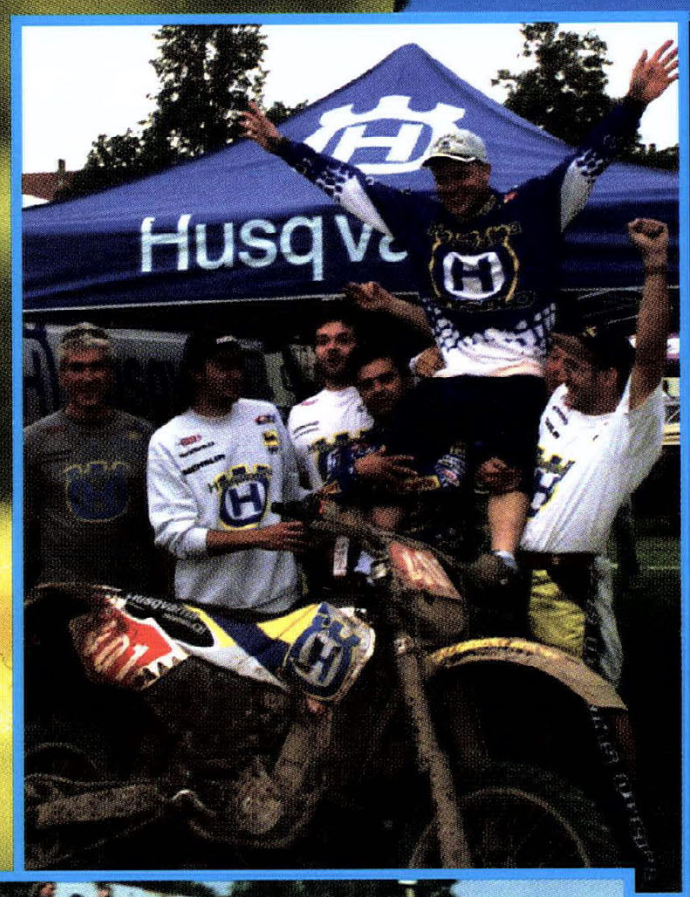
We gave you as comprehensive a guide to the 54th running of the **International Six Days Trial** as you were likely to find. Some 41 Americans were scheduled to head to West Germany to take part in the grueling event. The preview included profiles of some of the top contenders, such as Trophy Team members Dick Burleson, Frank Gallo, Jack Penton, Larry Roeseler, Kevin Lavoie and Ted Leimbach, as well as the Silver Vase team members and all of the manufacturer and club team entrants... **Terry Vance** (Suz) won the Pro Stock class at the IDBA Summer Nationals in Washington, D.C., while **Sid Pogue** recorded a sub-nine-second run at the event... **Scott USA** took out an ad proclaiming that the company's revolutionary plastic boot had won three of the four possible National MX Championships; the 250cc and Supercross series with Bob Hannah; and the 500cc series with Danny LaPorte... **Doug Chandler** won the 85cc Mod (12-14) and the 100cc Schoolboy classes, and **Chris Carr** won the 100cc Amateur class during the AMA Amateur National TT at Ascot Park.

10 YEARS AGO... SEPTEMBER 6, 1989



Jeff Ward (Kaw) captured his second straight win of the AMA National Championship 500cc MX Series at Washougal MX Park in Washougal, Washington. **Ron Lechien** (Kaw) won the second moto, but Ward's 1-2 finishes were good enough for the overall. In the 125cc National round held on the same day, **Mike Kiedrowski** (Hon) went 1-1 for the clean sweep... **Scott Parker** (H-D) outran **Doug Chandler** (Hon) to claim the Indy Mile, while **Dan Ingram** (Hon) beat **Chris Carr** (H-D) to the line for third... **Jeff Russell** (Yam) won the Jack Pine Cowbell National Enduro in Moorestown, Michigan... Paul Thede and the folks at **Race Tech** got hold of our '89 Suzuki RM250, revalved the suspension and made a few motor mods, making the bike good enough to be competitive against the '90 models... **Ronnie Correy** (GM), America's sole hope for a World Speedway Championship in '89, rode through the pain of a broken wrist to qualify for the World Final after taking an 11th-place finish at the Inter-Continental Final at Bradford, England. CN

Husqvarna



Anders Eriksson wins his 3rd World Enduro Championship aboard the Husqvarna TE610

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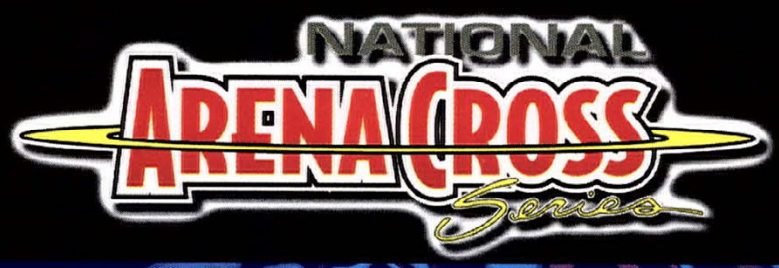

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